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## **THE TRAFFIC LIBRARY**



# The Traffic Library

## Classification of Property

### *Application of Principles*

Prepared under the direction of the  
*Advisory Traffic Council and by the Board of Authors and  
Contributors of The American Commerce Association*

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## PREFACE

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### CLASSIFICATION OF PROPERTY FOR TRANSPORTATION—APPLICATION OF PRINCIPLES.

#### Part 2.

**W**E now come to that practical part of the study of classification which has to do with the class rating of various articles met in daily traffic work. These articles must be classified in such a manner as to take the legal rates in the tariffs applying on the shipments.

We will take up the important articles specifically indexed in the classification, the class rating of property when dependent upon the inherent nature of the articles, the commodity relationships in various classifications, also the state and uniform classifications. The fundamental principles are applied by showing just how many of the most important articles of commerce are classified in actual daily practice.

The aim of this volume is to give you experience knowledge in classifying the articles of commerce. You may never be called on to classify many of these articles, yet the knowledge which the practical man gains in a period of years by actual experience in classifying property gives him that analytical mind and fundamental knowledge which enables him quickly and accurately to classify the different articles offered for shipment in his daily work. This is the very kind of knowledge we are aiming to give

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you in this treatise. If possible you should study these examples with the various classification schedules at hand.

Of course, many classification ratings are changing, but little change is made in the method of classifying goods, and if you master these examples you should easily determine the proper class rating to be applied by referring to the classification schedule having jurisdiction, although the rating may have been changed. It is not expected that you will use these class ratings when making shipments, as in every case you must refer to the latest classification schedule having jurisdiction over your shipment. These illustrations are given only to point out how the proper class rating should be determined from the proper classification schedule. Nearly every shipment is a new problem.

We have selected here movements of shipments representing the application of tariffs now actually in effect and we aim to point out to you the use of classification schedules which must be used on shipments moving on through and combination rates.

Many articles found in the classification schedules would not move on class rates although they are found classified in the schedules. We will take up in another volume full particulars as to what rates you should apply. Our only purpose here is to train you in properly class rating articles of commerce when moving on class rates.

We will now direct your attention to articles of commerce listed in the classification schedules and point out how they would be classified, provided they moved on class rates. In presenting these examples, we have shown, when possible, the application of the various classification rules which would govern on actual shipments to give you an insight into their practical use and application.

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## CHAPTER I.

### METHODS OF CLASSIFYING ARTICLES OF COMMERCE WITHIN AND FROM THE NEW ENGLAND AND TRUNK LINE TERRITORIES TO OTHER POINTS.

- § 1. Abrasive Cloth and Paper.
- § 2. Acids.
- § 3. Advertising Matter—Printed.
- § 4. Agricultural Implements.
- § 5. Agricultural Implements—Parts of.
- § 6. Agricultural Implements and Machine Parts and Stock or Stuff.
- § 7. Aluminum and Aluminum Articles.
- § 8. Aluminum (Alumina) Salts.
- § 9. Ammonia.
- § 10. Ashes.
- § 11. Athletic, Gymnastic and Sporting Goods.
- § 12. Backing.
- § 13. Bagging.
- § 14. Bakery Goods.
- § 15. Barium.
- § 16. Bark.
- § 17. Barrels, N. O. S., Casks, Hogsheads, Kegs, Kits, etc.
- § 18. Bases—Dynamo.
- § 19. Bases—Showcase.
- § 20. Baskets.
- § 21. Batteries, Electric.
- § 22. Beans.
- § 23. Bees and Bee Supplies.
- § 24. Benches.
- § 25. Blocks.
- § 26. Boards.



## CHAPTER I.

### METHODS OF CLASSIFYING ARTICLES OF COMMERCE WITHIN AND FROM THE NEW ENGLAND AND TRUNK LINE TERRITORIES TO OTHER POINTS.

In the treatise on the fundamental principles of Classification you learned the important factors which govern the class grouping of the various articles of commerce having certain transportation likenesses. It was pointed out that these various classes take different class ratings because of these different factors. It is our purpose now to acquaint you with the most important classes of freight and to point out how the articles, comprising these classes, are actually classified in daily traffic work, when class rates apply; or, in other words, how the class rating on the shipment of these articles may be known when they move on class rates.

You will see by looking at the synopsis of this chapter that we have selected for your practical study twenty-six of these articles. We will now take these up in the order indicated, with a view of training you in the practical shipping of these articles of commerce.

The movement selected for this chapter will be from New England and Trunk Line Freight Association points to other points. Other movements covering important classification applications between principal shipping points in the United States, Canada and Mexico, will be given in following chapters.

**§ 1. Abrasive Cloth and Paper.**

You have already learned that the classification schedule applying on any given shipment, which moves on class rates, is determined by reference to the tariff, which names the rates. We will make reference to the classification schedules when they apply on typical shipments which will be given for illustration.

If you had a shipment consisting, for example, of 10,000 pounds of emery paper moving from Portland, Maine, to Chicago, Illinois, you will find by reference to Davis' New England Tariff, which names rates from Portland, Maine, to Chicago, that the Official Classification schedule applies.

At this time you are not interested in learning the application of tariffs which name the rates. These applications will be given you as a basis for the classification examples and this subject will be thoroughly covered in another part of this work. Your chief aim now should be to learn how to apply the legal class ratings on articles of commerce moving on class rates.

Articles of commerce are classified under their class or noun names. The article which you are to ship is paper, but paper is a general class name which, in fact, includes in the classification index over 100 different articles made of paper. The one in which you are interested is Emery Paper. By referring to the index for the class name, or Paper Emery, you are referred to the page in the general classification which informs you that Emery Paper is one of the articles which make up the general class Abrasive Cloth and Paper. You will find also under this same general class, Emery Cloth.

Reference to the alphabetical index in the Official Classification will direct you to the item Emery Paper, which in boxes, bundles, crates, or rolls, is classified 3rd class in less than carload lots between Portland and Chicago. The



railroads operating in these particular territories publish their own individual exceptions to the classification, also their own individual commodity rates. Where the classification refers to exceptions, the exceptions must be consulted in order to determine the legal rate.

## § 2. Acids.

We will take for example a shipment moving from Boston, Mass., to South Bend, Ind. Boston is a point in New England Freight Association territory and South Bend is a point in the Central Freight Association territory. Reference to the tariff naming the rate from Boston to South Bend shows that it is governed by the Official Classification.

While there are several kinds of acids under the heading of Acids in the Official Classification, we will take for example a shipment of Lactic Acid. If you were to make this shipment in carboys, it is classified as 1st class L. C. L. and you would apply the first class rating. If the shipment were to be made in a carload lot, in carboys, minimum weight 24,000 lb., it would be subject to Rule 27 and classified at the 5th class rating. Reference to Rule 27 in the Official Classification shows that a minimum of 24,000 lb. would not apply, if the shipment were loaded in a car over 36 feet 6 inches in length. For instance, if the shipment were to be loaded in a 40-foot car, under Rule 27, the proper minimum to apply would be 26,880 lb., and if the shipment were loaded in a 50-foot car, the proper minimum to apply would be 38,880 lb. Where an item in the classification refers to any particular rule you must in all instances refer to that rule in order to determine the proper rating.

If this same shipment moved in barrels, in L. C. L. lots, it would be classified in the Official Classification as 3rd

class, while if the shipment moved in barrels in carload lots the minimum weight, 36,000 lb., would be required and the 5th class rate, for any size of a car, would apply. If the shipment were to move in tank cars, it would be rated at the 5th class and subject to Note 1 in the classification. Reference to Note 1, under the heading of Acids, provides that small quantities of acids, mixed or otherwise, in returning acid tank cars will be charged for at the 3rd class rate.

A shipment moving in tank cars would be subject to Rule 5-A, which provides that the minimum weight for property in tank cars will be the maximum gallonage capacity of the tank, subject to the exceptions as given in the classification under this rule.

### § 3. Advertising Matter, Printed.

In making a shipment of advertising matter, printed, from New York City to Dubuque, Ia., reference to the Traffic Geography will show that Dubuque is one of the prorating points located in Iowa on the west bank of the Mississippi River, and from Trunk Line and New England territories to these prorating points there are through rates in effect, governed by the Official Classification. Under the heading of Advertising Matter, which according to the classification must be prepaid, you will find Almanacs, Catalogs, Circulars, Leaflets, Pamphlets, Sheets or Price Lists in boxes, bundles, or crates. In L. C. L. quantities these are classified as 1st class; therefore in making an L. C. L. shipment the 1st class rate would be used in accordance with the Official Classification. If the shipment were to be made in carloads, packages straight or mixed, the minimum weight would be 24,000 lb., at the 3rd class rate. In this instance no reference is made to Rule 27, so that the minimum weight of

24,000 lb. would apply on any car that might be used. You will note directly under the heading of advertising matter that reference is made to Note 1 and Note 2. Reference to Note 1 provides that the advertising matter named may be shipped with the goods it advertises at the rating applying on such goods, when in the same package or container with the goods, or in the same car with the goods in car-load quantities, providing the amount of advertising matter does not exceed 2 per cent of the gross weight of the goods and packing. In making shipments under this rule, you would be permitted to load with any article that you might ship advertising matter not to exceed 2 per cent of the gross weight of the shipment, providing that the advertising matter was for the purpose of advertising the goods with which it was shipped.

It is provided in Note 2 that the ratings on advertising matter will not apply on stationery nor on gift articles such as caps, fans, paper weights, thermometers, timepieces, or toys, which will be subjected to the separate rating applying on such articles. Under this rule the articles specified could not be shipped with other goods for advertising purposes unless at the rating provided for in the classification for the articles themselves.

#### § 4. Agricultural Implements.

In making shipments of agricultural implements, N. O. S., from Geneva, N. Y., to Michigan City, Indiana, reference to Lehigh Valley tariff naming the rate will show that it is governed by the Official Classification, subject to exceptions as published by the Lehigh Valley Railroad. If exceptions in this instance do not provide for any special basis on agricultural implements, the rating as shown in the classification would apply. Reference to the items in the classification shows "Agricultural

Implements, Other than Hand, not otherwise indexed by name, set up in less than carload, double 1st class; knocked down in bundles, boxes or crates, 1st class." If the article were set up you would apply double 1st class. If the article were knocked down, and in boxes, bundles or crates, as provided for, the 1st class rating would apply. In carload quantities, however, set up, or knocked down in packages, or loose, the carload minimum would be 24,000 lb. at the 5th class rate, subject to Rule 27. Here again you would have to refer to Rule 27 in order to determine the proper minimum to apply providing the shipment was loaded in a car in excess of 36 feet 6 inches in length.

#### **§ 5. Parts for Agricultural Implements.**

On a shipment moving from Rochester, N. Y., to Detroit, Mich., reference to tariff naming the rates will show that it is governed by the Official Classification. Reference to the alphabetical index in the Official Classification shows that for agricultural implements and machine parts of all kinds, not otherwise specified (not including castings, forgings or stampings), the rating provided, on articles set up, is 1st class. When knocked down, the proper rating to apply under the classification is 2nd class. In carload lots, minimum 24,000 lb., the rate is 5th class and subject to Rule 27.

#### **§ 6. Agricultural Implements and Machine Stock or Stuff, N. O. S.**

Under this item in the classification a rating is provided on agricultural implements, machine stock or stuff, not otherwise specified. This does not include castings, forgings, or stampings. Finished articles moving in carload lots, minimum weight 20,000 lb., would be subject to Rule 27, and classified in accordance with Rule 26. In this

instance you would have to refer to Rule 27 in order to determine what the carload minimum weight would be per carload on shipments moving in cars exceeding 36 feet 6 inches in length, and you would have to refer to Rule 26 in the classification, also the tariff naming the rate, in order to determine what rating would be applied. If the shipment were to move in less than carload lots, in the white, the carload rating provided for in the classification is 5th class, and no specific minimum being provided for, Rule 5 in the classification would have to be referred to in order to determine what minimum weight to apply. If the same articles were to move in the rough, the carload minimum weight would be 34,000 lb., for any size car that might be used at the 6th class rate. Moving in L. C. L. lots the articles finished would be subject to the 1st class rate, and in the white the 3rd class rate would apply, while in the rough the proper rate to apply would be 4th class.

### **§ 7. Aluminum and Aluminum Articles.**

On a shipment moving from New York City to Birmingham, Ala., New York City, being located in Trunk Line territory and Birmingham, Ala., in Southeastern territory, the shipment moving through the Ohio River crossings, the classification governing would be the Southern Classification. Reference to the alphabetical list of articles in the Southern Classification shows aluminum articles, N. O. I. B. N., not nested in barrels and boxes, are rated as double 1st class. When nested or flat in barrels or boxes, in less than carload quantities, the 1st class rate would apply. Under Aluminum Ware, undecorated, not electric, are listed many articles consisting of baking dishes, basins, boilers, bowls, broilers, buckets, cake molds, cake mold covers, dippers, funnels, griddles, etc. You will find that these articles are rated, not nested in barrels or boxes,

L. C. L., 1st class. When nested in barrels or boxes, the 2nd class rate would apply. When not nested or nested in barrels, boxes or crates, straight or mixed carloads, minimum weight 20,000 lb., the 4th class rate would apply. This rating in the classification would be subject to Rule 24. Under this rule the Southern Classification provides, when a minimum carload of 20,000 lb. or less is specified, such minimum would apply when cars of 36 feet 6 inches would be used, but when cars exceeding 36 feet 6 inches in length are used, the minimum carload weight shall be increased in accordance with the table shown in the classification. If this shipment were to move in a car over 38 feet 6 inches, and not over 40 feet 6 inches in length, the increase percentage in the minimum would be 25 per cent, making the minimum to apply in this instance 25,000 lb. If the shipment were to move in a car over 50 feet 6 inches in length, then the percentage of increase would be 150 per cent, making the minimum for a car of that size 50,000 lb. The Southern Classification provides under Rule 24 where a minimum carload weight of more than 20,000 lb. is specified, such minimum would apply regardless of the car used, so that in all cases, where the minimum carload weight of 20,000 lb. or less is specified in the classification, it would be necessary to refer to Rule 24 in order to determine what minimum weight would be applied on shipments moving in cars in excess of 36 feet 6 inches in length.

In making the same shipment from New York to Eufaula, Ala., a point located in Southeastern territory (Montgomery subdivision), this shipment would also be governed by the Southern Classification, and the basis of rating provided for in that classification would govern from point of origin to destination. If the same shipment were to move from Philadelphia, Baltimore, Washington, or Alexandria, Va., or points taking the same rates to

Cleveland, North Carolina, or a point in Carolina territory, the Southern Classification would govern, but the tariff naming the rates in this instance provides that the movement is governed by the Southern Classification in connection with the exceptions published in Note 4 therein, so that Note 4 in the Southern Classification would have to be consulted in order to determine whether the exceptions referred to affected the rating. In this particular case, however, no exception is provided, so that the rating of the classification would govern. Exceptions to the Southern Classification are carried in the classification itself under Notes 1 to 89 inclusive, and where referred to by tariffs must in all cases be consulted in order to determine the proper rating.

#### **§ 8. Aluminum (Alumina) Salts.**

In making shipments from New York, Philadelphia, Baltimore, Washington, and points taking the same rates, to Gibbs, McKinzie, Martin, Paris, Rives, Humboldt, and Milan, Tenn., the points of origin being located in Trunk Line territory and the points of destination in Mississippi Valley territory, through rates are governed by the Southern Classification. Reference to the index in the Southern Classification shows the rating for aluminum, alumina salts, not otherwise indexed by name, in glass or earthen ware, packed in bottles or boxes, 1st class; in fibre or metal cans or cartons, 1st class. In this instance the shipment made in fibre boxes would have to comply with the terms of Rule 9 in the Southern Classification, which provides specifications for making shipments in fibreboard, pulp board or strawboard boxes. If the boxes were not made in accordance with the specifications provided for in the classification, a penalty of 20 per cent, with the minimum increase of 2 per cent per 100 lb., would be

added to the published rate. In bags the rating is provided for at 1st class and also in bulk, barrels and boxes, and no carload rating is provided, so that the 1st class rate would be applied on shipments made in any quantity.

### § 9. Ammonia.

On a shipment of ammonia, moving from Amsterdam, N. Y., to Duluth, Minn., this movement is governed by the Official Classification. Reference to the Official Classification shows under the heading of Ammonia several different kinds. In this instance we will take nitrate of ammonia. The classification provides that in glass or earthenware, packed in barrels or boxes, the 1st class rate will apply; in fibre or metal cans or cartons, in barrels or boxes, 2nd class; in bags or in bulk, in barrels or boxes, 3rd class; in bags or in bulk, in barrels or boxes, carloads, minimum weight 36,000 lb., 5th class. If the shipment is made in fibre boxes, it will be necessary to refer to Rule 2, which covers the specifications governing the shipment of articles made in fibre boxes, as failure to ship in boxes as provided for under the specifications referred to will result in an increase of the freight of 20 per cent, with a minimum increase of 2 cents per 100 lb. If this shipment were destined to Tower, Minn., a point located on the Duluth & Iron Range Railroad, there would be no through rates, and the combination rate would be made on Duluth: This being the case, the Official Classification would govern up to Duluth, and the Western Classification beyond. On the same shipment moving to Minneapolis, Minn., or St. Paul, Minn., the same conditions govern as on a shipment to Duluth. The Official Classification rating would apply from point of origin to Minneapolis or St. Paul. If the shipment were destined to Moorhead, Minn., there would be no through rates, and a combination rate would



be made on Minneapolis, St. Paul, or Minnesota Transfer; the Official Classification would govern up to these points and the Western Classification beyond. If the shipment were destined to Sauk Center, Minn., a point on the Great Northern Railway, as there are no through rates, the combination rate would be made on St. Paul, or Minnesota Transfer. The Official Classification would govern up to these points and the Western Classification would govern beyond.

#### **§ 10. Ashes.**

Under the heading of Ashes several kinds are described, and in this instance we will take wood ashes. On a shipment moving from Syracuse, N. Y., to Des Moines, Ia., Syracuse being a point in Trunk Line territory and Des Moines being a point in Trans-Mississippi River territory, there are no through rates and the combination would be made on the Mississippi River. The Official Classification would govern up to the Mississippi River and the Western Classification beyond. The Official Classification provides for ashes, wood, in bags, barrels or boxes and in packages or bulk, carload minimum weight 40,000 lb., at 6th class. The Western Classification provides for wood ashes in bags or boxes in less than carload, 4th class, and in packages or in bulk, carload minimum weight 40,000 lb., Class E.

#### **§ 11. Athletic, Gymnastic and Sporting Goods.**

In making a shipment from New York City to Denver, Colo., the Official Classification would govern up to the Mississippi River and the Western Classification would govern beyond, a combination being made on the Mississippi River on account of no through rates being in effect on all rail shipments. The Official Classification provides

for archery goods, in boxes, 1st class; baseballs, in barrels or boxes, 1st class. Baseball bases (consisting of canvas bags, empty or stuffed with excelsior and having strap and steel spike to each bag), in cases, 2nd class. In Official Classification, no carload rating is provided on these commodities, and the rating on the articles would be as outlined in the classification in any quantity; also under this heading come skates, ice or roller. The rating provided in the Official Classification is, in boxes, less than carload, 2nd class, and boxes, straight or mixed, minimum weight 30,000 lb., 4th class in carload lots. The Western Classification provides under this heading, archery goods in boxes, 1st class (archery goods not in boxes are not taken), so that under this ruling of the classification, archery goods not in boxes could not be shipped by freight. There is also provision for baseballs, in barrels or boxes, at the 1st class rating. No carload rating provided.

## § 12. Backing.

On a shipment moving from Philadelphia, Pa., to Kansas City, Mo., there are no through rates in effect, and a combination is made on the Mississippi River. The Official Classification governs up to the Mississippi River and the Western Classification beyond. Under the heading of Backing in the Official Classification, we find electrotpe or electrotpe blocks, wooden, in boxes or crates, 3rd class. In boxes or crates, carload minimum weight 36,000 lb., the 5th class rate would apply. The Official Classification also provides for furniture or picture backing, wooden, 1-16 inch or less in thickness, in bundles, crates or boxes, 3rd class, and in carloads, classification minimum to apply, 5th class, but if the shipment exceeds 1-16 inch in thickness, in bundles, crates or boxes, then a carload minimum weight of 34,000 lb. applies. The Western Classification

provides a rating under the heading of Backing for Pictures and makes reference to Note 1, which is carried under the heading of Lumber and Manufactures of Lumber.

Note 1 provides that articles in the classification shown as taking lumber tariff rates, for which no specific provision is made in such lumber tariffs, are ratable the same as the lumber from which they are made. In this instance the Western Classification provides for backing for pictures in boxes, bundles or crates, less than carload, at the 4th class, and in packages or loose, carload lumber tariff rates, so that the movement from the East Bank of the Mississippi River to Kansas City would be the lumber commodity rate and the classification would not apply. Where a commodity rate is established between two points, it removes that particular commodity from the classification and also sets aside exceptions to the classification. This applies in every instance, except in the case of what is known as a sectional tariff. Where a commodity rate is carried in a sectional tariff and alternative class rates are provided, the class rates based on the rules of the tariff can be applied, provided they are lower, otherwise the commodity rate must govern.

### **§ 13. Bagging (Other than Burlap, Gunny or Jute), Less than Carload.**

In making a shipment under this heading from Brooklyn, N. Y., to St. Joseph, Mo., there are no through all-rail rates in effect, and a combination would be made on the Mississippi River. Take for example a shipment of clayed cotton bagging. The Official Classification provides a rating in bales, boxes, bundles or rolls, Rule 25, and Rule 25 of the Official Classification would have to be used in connection with the tariff naming the rates from point of origin to the Mississippi River in order to determine the

proper rating to apply. The Western Classification provides for a rating on clayed bagging in bales, boxes, bundles or rolls, L. C. L., 3rd class, but this basis could not be applied in this instance, based on the fact that there is a specific commodity rate carried in the tariff which names the proportional rate from the Mississippi River to St. Joseph, Mo., and this rate would have to be used.

#### § 14. Bakery Goods.

In making a shipment of bakery goods from Binghamton, N. Y., to Sioux Falls, S. D., there are no through rates in effect and a combination is made on the Mississippi River. The Official Classification governs up to the Mississippi River and the Western Classification beyond. Under the heading of Bakery Goods in the Official Classification, biscuits, bread, cakes, crackers, matzos or pretzels, not otherwise indexed by name, are provided for. In L. C. L. quantities in cartons, in crates, the 2nd class rating is provided; in fibre or metal cans, with or without glass fronts, in boxes or crates, 2nd class; in shipping baskets with basket work cover, 1st class; in shipping baskets with solid wooden covers, 1st class; in wheeled carriers, wood, fibre board and iron or steel combined, locked and sealed, 2nd class; in barrels or boxes, 2nd class; in the packages named or in metal cans, loose, straight or mixed carloads, minimum weight 20,000 lb., subject to Rule 27, 4th class. The shipments in fibre containers would have to comply with the specifications in the classifications governing the movements of such shipments; and in carload lots, the minimum being subject to Rule 27, it is necessary to refer to Rule 27 in order to determine what minimum to apply on shipments moving in cars over 36 feet 6 inches in length. The Western Classification provides for practically the same articles, and when shipped in cartons in

crates, L. C. L., 1st class, and in fibre or metal cans with glass fronts, glass protected by corrugated fibre board or wood, or without glass fronts, in crates, L. C. L., 1st class; in shipping basket and basket work covers, L. C. L., 1½ times 1st class; in shipping baskets with solid wooden covers, L. C. L., 1st class; in wheeled carriers, wood, fibre board and iron or steel combined, locked and sealed, L. C. L., 2nd class; in barrels or boxes, L. C. L., 2nd class, and in packages named or in metal cans, loose, straight or mixed carloads, minimum weight 20,000 lb., subject to Rule 6-B. On carload shipments in the Western territory, in order to determine the proper minimum, it will be necessary to refer to Rule 6-B, in the Western Classification. In movements of L. C. L. shipments from the East Bank of the Mississippi River to Sioux Falls, the Western Classification could not be used on the articles shipped in boxes or barrels, or pulp board cases, or in tin cans, without glass fronts, or when shipped in boxes of certain dimensions, as exceptions to the Western Classification applicable on this traffic make some of the articles 3rd class. This basis would have to be used in determining the legal rate, as the tariff naming the rate from the Mississippi River to Sioux Falls is governed by the exceptions to the Western Classification and published by the Western Trunk Line Committee.

On the carload rating also in this instance, there is an exception to the classification which makes the carload minimum 24,000 lb. for any size of a car. This would set aside the minimum in the classification itself of 20,000 lb., subject to Rule 6-B.

### § 15. Barium.

We will take for example a shipment moving from Albany, N. Y., to Tower City, N. D. There are no through

rates in effect and the combination rate would make on Minnesota Transfer. The Official Classification would govern up to Minnesota Transfer, and the Western Classification beyond. For example, we will take a shipment of Hydrate of Barium. Under the Official Classification this shipment is classified when in barrels or boxes, 4th class, and in barrels or boxes, carload minimum weight 40,000 lb., 5th class. In the movement under the Western Classification a shipment made in barrels or boxes, L. C. L., is classified as 3rd class, and in barrels or boxes, carload minimum weight 40,000 lb., Class A.

#### § 16. Bark.

Take for illustration a movement of a shipment of Slippery Elm Bark. On a shipment of this nature, moving from Boston, Mass., to Helena, Mont., if, in this particular instance, the through rate from point of origin to Spokane, Wash., governed by the Western Classification, makes a lower basis than the combination rate that would ordinarily be made on the Missouri River or Minnesota Transfer, such through rate would be applied. In using the combination rate, however, the Official Classification would govern to Minnesota Transfer, or to the Missouri River, and the Western Classification beyond. In the Official Classification this commodity is classified, when shipped in bags, bales, barrels, boxes or crates, 3rd class, and in packages named, carload minimum weight 24,000 lb., 4th class, subject to Rule 27. In this case, if you were to ship in a car in excess of 36 feet 6 inches in length, you would have to refer to Rule 27 of the Official Classification in order to determine the proper minimum to apply in the movement of shipment to the Missouri River or Minnesota Transfer. In the Western Classification this commodity is classified in bags, bales, barrels, boxes or crates,

L. C. L. lots, 1st class, and in the packages named, carload, minimum weight 24,000 lb., 3rd class, subject to Rule 6-B. In a movement under the Western Classification you would have to refer to Rule 6-B of the Western Classification in order to determine the proper minimum to apply. If the shipment were to move in a car 33 feet 6 inches and under in length, the minimum in the Western Classification would be 21,840 lb. It would be necessary to take into consideration the rate to Spokane, as published by the Trans-Continental Freight Committee, and if it would make a lower charge than on the basis of the combination on Minnesota Transfer, or the Missouri River, such lower basis may be used.

**§ 17. Barrels, N. O. S., Casks, Hogsheads, Kegs, Kits, etc.**

We will take a movement of a carload of paper barrels from New York City to Portland, Ore. This is an instance where the classification could not be used, as there is a through published commodity rate on barrels in carload lots from New York City to Portland, Ore., the minimum being 30,000 lb. The tariff, however, under which this movement is made, is a sectional tariff which provides that if the class rate governed by the Western Classification makes a lower basis, such basis could be used. Under the Western Classification, barrels, paper, are classified as double 1st class, any quantity, and in this instance the through class rate could be used, governed by the Western Classification, if it provided a lower charge.

**§ 18. Bases—Dynamo.**

We will take the movement of dynamo bases from Schenectady, N. Y., to Tacoma, Wash. In referring to Transcontinental tariff 4 series we find we have a through commodity rate which would have to be used unless alter-

native rates, as provided for in the tariff governed by the Western Classification, make a lower rate. Dynamos and parts thereof are classified in carload lots under the Western Classification as Class A, with a minimum of 30,000 lb. In this instance the commodity rate is published under the heading of Electrical Goods, viz., electrical appliances, machinery, and supplies, as classified Class A, under the heading of Electrical Appliances, Machinery and Supplies, in the Western Classification. The commodity rate also carries a minimum of 30,000 lb.

#### § 19. Bases—Showcase.

For example, in this case, we will take a shipment of showcase stands, iron, knocked down, in bundles or crates, moving from Rochester, N. Y., to San Francisco, Cal. By referring to Transcontinental tariff series 1 we find that there is a through rate from point of origin to destination, governed by the Western Classification. If the material is shipped in the manner stated, the Western Classification provides for 2nd class rating in any quantity and the through rate from point of origin to destination would be the legal rate.

#### § 20. Baskets.

In making a shipment of willow or stave baskets, nested, moving ocean and rail, from New York City to Alexandria, La., we find that there is a commodity rate published by the Southwestern lines, governed by the Western Classification, carload minimum weight 14,000 lb., subject to Rule 6-B of the Western Classification. You would have to refer to Rule 6-B of the Western Classification in order to determine the proper minimum weight to apply, based on the size of the car used or ordered. If the shipment were to move in a car 33 feet 6 inches, or under, the min-



imum weight to apply would be 91 per cent of 14,000 lb., or 12,740 lb. If the shipment were to move in a 50-foot car, the minimum would be 142 per cent of 14,000 lb., or 19,880 lb. Moving in L. C. L. quantities via the same route we also have a through class rate, governed by the Western Classification. Baskets, stave, splint rattan or willow, nested in boxes, bundles, or crates, L. C. L. lots, are classified as  $1\frac{1}{2}$  times 1st class in the Western Classification.

### § 21. Batteries, Electric.

In this instance we will take a shipment of electric batteries moving from Hagerstown, Md., all rail, to Fort Smith, Ark. Here is another case where we have a through rate, governed by the Western Classification and published by the Southwestern Committee. Batteries, electric, not otherwise indexed by name, in boxes, in the Western Classification are classified as double 1st class, so that the double 1st class rate would have to be used, governed by the Western Classification. If the shipment were to move by ocean and rail via Atlantic ports or the Gulf ports, and the point of origin should be Philadelphia, and point of destination Hot Springs, Ark., there is also a through rate governed by the Western Classification and published by the Southwestern lines, which is the legal rate to use.

### § 22. Beans.

In this case we will take a shipment of dried beans, moving from Dover, Del., to Waukomis, Okla., via ocean and rail, a carload lot. A through commodity rate is published by the Southwestern lines, governed by the Western Classification.

In this instance the commodity rate is the legal rate

and should be used unless, of course, the application of the alternative scale of class rates, governed by the Western Classification or exceptions to the classification as referred to by the tariff, would make a lower basis. The exceptions to the classification, or classification basis, i. e., 5th class, would make a higher charge than on the basis of the commodity, so that the proper rate to apply is the commodity rate.

### § 23. Bees and Bee Supplies.

A good example in this case is a shipment of bees in hives, carload, moving from New York City to Dallas, Tex., via the Morgan Line, ocean and rail. By reference to the tariff we will find that through rates are published, governed by the Western Classification, and exceptions as provided for in tariff. In this instance, there being no commodity rate in effect, and no exceptions contained in the tariff to the application of the Western Classification, the classification basis would apply. The Western Classification provides for bees prepaid in hives (see note), minimum weight of 14,000 lb., subject to Rule 6-B, 3rd class. The note provides that all openings in hives must be securely covered with cloth. In this instance, the shipment moving ocean and rail, the tariff itself carries rules and regulations regarding articles subject to Rule 6-B. On a shipment of bees in L. C. L. lots, moving from Rochester, N. Y., to Dallas, Tex., all rail, there are no through rates; a combination rate, however, could be made on Buffalo, Cincinnati, Louisville or East St. Louis. The Official Classification would govern up to the rate breaking point, and the Western Classification beyond. The Official Classification provides for a rating on bees in hives, prepaid, three times 1st class, while the Western Classification provides for bees in hives, prepaid, at double 1st class.

The classification requires that shipments of bees must be prepaid; in other words, the through charges must be fully paid at point of origin.

In the Official Classification this is modified by Sec. 2 of Rule 16, which provides that freight on which prepayment is required may on approval of the general freight department of the carrier with which the freight originates be forwarded on the guarantee of the shipper that all charges will be paid at destination, full explanation to be made on waybills. Sec. 3 of this rule provides that each carrier shall look to its immediate connection for reimbursement and that the initial carrier will be finally liable. The Western Classification also provides that under Rule 34, Sec. 2, the freight on which prepayment is required may be forwarded on guarantee of shipper that all charges will be paid at destination. The guarantee must be written on the face of the bill of lading, and full explanation be made on the waybill. Agents must not accept guarantee from transient or irresponsible shippers and in case of doubt must apply to the general freight department for instructions. Under Sec. 3 of Rule 34, in the Western Classification, each carrier shall look to its immediate connections for reimbursement when charges due at destination are not paid and the initial carrier shall be finally liable.

#### § 24. Benches.

We will take the movement of a shipment from Hartford, Conn., to Phoenix, Ariz. We will use in this case a shipment of piano benches, a carload lot. There is a commodity rate under the heading of Musical Instruments which provides for organ and piano benches, chairs and stools. The minimum weight for this commodity is 12,000 lb. for any size of a car that might be used. The

through rate is published by the Trans-Continental Freight Bureau and the tariff naming the rate is a sectional tariff. The application of this tariff provides if the Western Classification and the class rate make a lower charge than the commodity rate, the classification and class rate can be used. Piano benches in the Western Classification are classed under the heading of Furniture and are rated in carload lots, minimum weight 12,000 lb., subject to Rule 6-B, as 3rd class.

### § 25. Blocks.

Under this section we will use as example a shipment of pulley blocks, from New Britain, Conn., to Los Angeles, Cal. This is another instance where we have a through rate from point of origin to destination, governed by the Western Classification and published by the Trans-Continental Freight Bureau. Under the heading of Hardware we find indexed pulleys (not machinery) and blocks.

On this particular shipment, moving in L. C. L. quantities, we apply the through commodity rate. This tariff is also a sectional tariff and if the class rate based on the classification, subject to the exceptions as noted in the tariff naming the rate, makes a lower basis, then such lower basis can be applied.

Under the Western Classification, rigging and tackle, or chain blocks, made of wood, are classified, in barrels or boxes in less than carload lots, 3rd class; in bags or crates, L. C. L., 2nd class, and in the packages named, straight or mixed carloads, minimum weight 36,000 lb., 5th class.

### § 26. Boards.

There are several items described under this heading in the various classifications. The common ordinary board,

usually described as lumber, generally moves from producing points on lumber commodity rates. For example, we will take a shipment of undertaker's cooling boards moving from Albany, N. Y., to Winnipeg, Man. There are no through rates in effect and a combination rate makes on Duluth, Minneapolis, or Minnesota Transfer, and the Official Classification governs to the basing point named, and the Canadian Classification beyond.

In the Official Classification undertaker's cooling boards, in boxes or crates, are rated as 1st class, in any quantity. This article, however, is not classified in the Canadian Classification and would have to be handled in accordance with Rule 18, which provides when articles not specifically provided for or included under the heading of articles not otherwise specified are offered for transportation, agents may bill same at the rating provided for analogous articles (notation to that effect to be made on the way-bills), and will at once report the fact to their general freight department, in order that specific classification may be provided therefor. In this instance the rating for slabs, marble, for furniture crated, O. R. B. & C., or boxed, as provided for in the Canadian Classification, could be used. O. R. B. & C. in this instance means Owner's Risk of Breakage and Chafing.



## CHAPTER II.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM CENTRAL FREIGHT ASSOCIATION TERRITORY TO OTHER POINTS.

- § 27. Boats, Barges, Launches and Yachts.
- § 28. Boat Parts.
- § 29. Boilers.
- § 30. Books.
- § 31. Booths.
- § 32. Boots and Shoe Findings.
- § 33. Boxes.
- § 34. Brick.
- § 35. Brooders and Incubators.
- § 36. Brushes.
- § 37. Butter.
- § 38. Cabinets.
- § 39. Calcium.
- § 40. Candy and Confectionery.
- § 41. Cans.
- § 42. Carpeting.
- § 43. Castings N. O. S.
- § 44. Cement.
- § 45. Cloth.
- § 46. Coal.
- § 47. Coffee Substitutes.
- § 48. Compounds.
- § 49. Cooling Rooms and Refrigerators.
- § 50. Cooperage Stock, Wooden.
- § 51. Copper, Brass or Bronze.





## CHAPTER II.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM CENTRAL FREIGHT ASSOCIATION TERRITORY TO OTHER POINTS.

In the preceding chapter you were given examples relative to the classification of products of commerce originating in the New England and Trunk Line territories destined to other territories. In this chapter we will take up movements from the Central Freight Association territory to other points. In selecting these different movements we are giving you experience knowledge of conditions which must be met in making shipments from different points of production to different markets of consumption.

You may think that these examples make rather dry reading and you may fail to see the value of this work. A Chicago concern recently shipped some coffee grinders in crates to California, when the classification provides a lower rating when packed in boxes. The proper packing of the goods and the expenditure of 20 cents for a box would have saved the shipper \$16.00, which money the railroad secured as a protection against damage, because the shipper did not properly protect his shipment by the manner of packing provided in the classification.

In studying the following examples try to make these shipments appear as real as possible and endeavor to understand the application of the rules cited. By doing

this you will build up experience knowledge which will enable you quickly and accurately to adjust yourself to the many classification problems which arise in daily traffic work.

### § 27. Boats, Barges, Launches and Yachts.

Take the movement of a shipment within the Central Freight Association territory, for example, a carload of canoes, from Pittsburgh, Pa., to Chicago, Ill. The tariff governing this movement is subject to the Official Classification, which provides the following ratings:

Canoes, carload, minimum weight 10,000 lb., subject to Rule 27, 1st class. The item also makes the movement of this commodity subject to Note 1. Note 1, under the heading of Boats and Barges, etc., when shipped subject to the provisions of this note, requires flat or gondola car for transportation, that the spars and oars or paddles be securely attached inside the boat; otherwise they must, with all other loose and detachable articles, be packed in iron-bound boxes and securely attached to boat or floor of car. Here also it is necessary to refer to Rule 27 in order to determine the proper minimum weight to apply, providing the car used is longer than 36 feet 6 inches in length. Under this general heading we also find launches, power, wood or steel (with engine installed), crated, carload minimum weight 10,000 lb., subject to Rule 27, and also subject to Note 2 and rated at 1st class in carload lots.

Note 2 provides that boats, etc., operated by electricity, gasoline or naphtha, will not be accepted for transportation unless the following rules are observed:

"Boats, etc., operated by electricity, the terminal wires, i. e., wires connecting battery with motor, must be disconnected.

"Boats, etc., operated by gasoline or naphtha, the oil

or fuel tanks must be empty. To insure proper emptying the tank plug or cover must be removed and the oil feed pipe disconnected, except when the feed pipe has a small valve for the purpose of emptying tank and feed pipes. After tanks have been emptied the plug or cover must be replaced and openings through which fluid or vapor might escape securely closed before the boat is placed in any railroad depot, car or boat. During the period from November 15 to April 15 water tanks must be emptied in addition to oil or fuel tanks."

If this same shipment were to move in L. C. L. lots, the classification provides a rating of three times 1st class.

### § 28. Boat Parts.

For illustration in this case, we will take the movement of a shipment of sails, from St. Louis, Missouri, to Montreal, Canada. This movement is governed by the Official Classification and through rates published by the St. Louis Eastbound Committee. The Official Classification provides as follows:

"Sails, old, worn out, in bales, or bundles, 3rd class; other than old, worn out, in bales, boxes, bundles, or crates, 1st class." No carload rating provided.

### § 29. Boilers.

For example we will take the movement of a shipment of portable boilers from Joliet, Ill., to Toronto, Ont. This movement is governed by the Official Classification, and also by the exceptions to the classification, as published by the Central Freight Association. The tariff naming the rate is published by the Western Trunk Line Committee. The classification provides that boilers, portable, when loaded in standard box cars, not exceeding 36 feet 6 inches in length, through the side door thereof, take 1st class; less

than carload, not otherwise specified, actual weight but not less than 8,000 lb. each, 2nd class; in carload lots, minimum weight 20,000 lb. subject to Rule 27, 5th class. In this instance, Rule 27 of the Official Classification would have to be referred to in order to determine the proper minimum weight to apply, should the shipment be loaded in a car in excess of 36 feet 6 inches in length. On the same movement, consisting of a shipment of sectional high pressure boilers, in sections or parts, carload minimum weight 24,000 lb., Rule 5-C would apply.

Rule 5-C of the Official Classification provides for handling the excess of a carload in a separate car and protecting the carload rate at actual weight. The item governing this rating, however, provides that a shipment in excess of full carload, shipped in a separate car, shall be subject to a minimum charge of 12,000 lb., but smoke stack and other boiler appurtenances shipped with boilers under Rule 10 will not be entitled to this part carload privilege, when such articles are subject to Rule 27 in straight carloads. Under this specific item a shipment of (high pressure) sectional boilers in excess of one or more full carloads, the first car would be charged for on the basis of the minimum of 24,000 lb. and the excess, if less than 12,000 lb., would be subjected to a minimum of 12,000 lb. at the carload rate.

### § 30. Books.

On a shipment moving from Milwaukee, Wis., to Wilmington, N. C., no through rates are in effect and a combination is made on the Virginia Cities or the Ohio River. The Southern Classification governs up to the Virginia Cities or the Ohio River and the Southern Classification beyond. Books, N. O. I. B. N., in the Southern Classification are classified as 1st class.

**§ 31. Booths.**

For example, we will take a shipment moving from Pittsburgh, Pa., to Montgomery, Ala. Through rates governed by the Southern Classification are in effect. Booths, N. O. I. B. N., are classified in the Southern Classification, S. U. in packages or loose, D-I class; K. D. in boxes, bundles or crates, 3rd class.

**§ 32. Boots and Shoe Findings.**

We will take for example, in this case, a shipment of boots and shoe findings, moving from Toledo, Ohio, to New Orleans, La.; through rates are in effect, governed by the Southern Classification and published by the Central Freight Association. In the Southern Classification, there are several articles under the heading of boots and shoe findings, but boot and shoe findings, N. O. I. B. N., in barrels or boxes are classified as first class. This basis would be used, where the specific item shipped is not specified in the classification, under the heading of boots and shoe findings.

**§ 33. Boxes.**

For illustration, a movement of a shipment from Detroit, Mich., to Duluth, Minn. This through rate is governed by the Official Classification under the heading of boxes. In the classification numerous articles are specified, starting in with boxes, ammunition, and ending up with zinc plate and not otherwise specified iron or steel. For the purpose of illustration, we will take fibre board, pulp board or straw board boxes, without wooden frames, or in other words, paper boxes. Under this heading we find corrugated, or other than corrugated boxes. The classification provides that these boxes, when shipped set up L. C. L. outside measurement not exceeding 1 inch in

depth or not exceeding 15 united inches (dimensions in length, width, and depth added) not nested, in boxes or crates, 1st class, L. C. L., nested in boxes or crates, 1st class; set up, outside measurements exceeding one inch in depth and exceeding 15 united inches in length, width, and depth, added, not nested in boxes or crates D-I class; nested in boxes or crates,  $1\frac{1}{2}$  times 1st class; set up in boxes, bundles or crates, straight or mixed carload, minimum weight 10,000 lb., subject to Rule 27. You will observe that the description refers to notes as follows:

“Note: To obtain the outside measurements of a cylindrical box, add the depth and twice the diameter.”

In accordance with this rating on shipments moving in carloads it will be necessary to refer to Rule 27 in order to obtain the proper minimum weight in cars over 36 feet 6 inches in length. The Official Classification would also apply if the shipment were made to Minneapolis, St. Paul, Winona, Superior or West Superior, also to points taking same rates as specified in tariff issued by the Central Freight Association, naming through rates from Central Freight Association points to St. Paul, Duluth, etc.

### § 34. Brick.

This commodity, as a general proposition, when shipped in carloads, does not move under ratings provided for in the classification, as commodity rates are almost invariably established from producing points. So, for example, we will take a shipment of brick moving from Michigan City, Ind., to St. Paul, Minn. Here we have an instance of a combination rate, based on Chicago and published as a through rate. The proportional rate up to Chicago is governed by the Official Classification and beyond Chicago by the Western Classification, with a minimum of 50,000 east of the junction and 50,000 lb. west of the junction.

The through rate is published by the Central Freight Association.

### § 35. Brooders and Incubators.

Note: Ratings include the equipment of heating apparatus, which, when detached, must be in barrels, boxes, or crates.

For example, we will take a shipment moving from Buffalo, N. Y., to Kansas City, Mo. As there are no through rates, a combination is made on the Mississippi River and the Official Classification governs up to the Mississippi River and the Western Classification beyond. Under the Official Classification, brooders when S. U. or with legs detached or folded against body, in boxes or crates, are classified as first class. In carloads, S. U., with legs detached or folded against body in packages named, carload, minimum weight 18,000 lb. (subject to Rule 27) they are classified as 3d class. If knocked down flat or folded flat in boxes or crates, they are subject to Rule 25 rating. In this instance it is necessary to refer to Rule 25 of the Official Classification, in connection with the tariff naming rate, in order to determine the proper basis to apply, that is, providing Rule 25 basis is not covered in the tariff. The rule in question is to be used in connection with the rate from Buffalo, N. Y., to the Mississippi River. When the shipments are made, knocked down flat or folded flat in packages named, in carload, the minimum weight is 24,000 lb. subject to Rule 27 and classified as 4th class. Rule 27 of course would have to be referred to in order to determine the proper minimum to apply on cars exceeding 36 feet 6 inches in length. Shipments of incubators, K. D. flat in carloads, could be mixed with the brooders, providing the rule governing mixing, Rule 10 of the Official Classification, were complied with. Under the

heading of brooders and incubators in the Western Classification, we find the following note:

“Note: Ratings include the equipment of heating apparatus which when detached must be in barrels, boxes or crates.”

Under this item we find brooders K. D. flat or folded flat in boxes or crates and incubators K. D. in boxes or crates in mixed carload, minimum weight 24,000 lb., subject to Rule 6-B, at the 4th class rating, L. C. L.; brooders set up or with legs detached or folded against body in boxes or crates, L. C. L., are classified as 1st class; K. D. flat or folded flat in boxes or crates, L. C. L., 2nd class; while incubators set up in boxes or crates, L. C. L., are  $1\frac{1}{2}$  times 1st class; with legs detached or folded against body in boxes or crates in L. C. L., 1st class; set up or with legs detached or folded against body in packages named, C. L., minimum 18,000 lb., subject to Rule 6-B. 3rd class.

### § 36. Brushes.

We will take for example a shipment moving from Cleveland, Ohio, a point in Central Freight Association Territory, to Cedar Rapids, Ia., a point in Trans-Mississippi River Territory. On this shipment there are no through rates in effect. A combination rate is made on the Mississippi River. The Official Classification governs up to that point, and the Western Classification beyond: The tariffs governing the movement are published by the individual carriers. Under the Official Classification, brushes N. O. I. B. N. in boxes, carload, minimum weight 30,000 lb., are classified 3rd class, and L. C. L., 1st class. Under the Western Classification, brushes, N. O. I. B. N., in boxes, are classified 1st class, no carload rating being provided.



**§ 37. Butter.**

For example we will take the movement of a shipment from Grand Rapids, Mich., to Denver, Colo. There being no through rate a combination rate is made on the Mississippi River. The rate up to the Mississippi River is governed by the Official Classification and the rate from the Mississippi River to destination is governed by the Western Classification. This heading in the Official Classification covers corn syrup butter, maple and peanut butter, nut butter other than cocoanut and peanut, sugar butter, and butter, N. O. I. B. N., butter grease, butterine and oleomargarine. For illustration, we will use butter, N. O. I. B. N. The Official Classification provides butter in glass or earthenware, packed in barrels or boxes, 1st class; in metal cans completely jacketed, 1st class; in metal cans or crates, 2nd class; in cans, cartons or forms in barrels, boxes or tubs or in bulk in barrels, firkins, pails or tubs, any quantity, 2nd class.

Rule 8 of the Official Classification, Sec. 8, contains provisions governing specifications for the shipment of articles in tubs. There is also a note under the butter item in the classification, which provides: "In addition to the general methods as provided by Rule 8, Sec. 8, paragraph C, for securing the tops of firkins or tubs, the following may be used: Tops or circle hoops extending over the sides not less than one-half inch, must be secured on the sides by metal straps, not less than  $\frac{1}{2}$  inch wide and four inches long, nailed to sides or top, equal distances apart with two nails (not tacks), at each end of strap. When gross weight of package is less than 40 lb., not less than three metal straps must be used and when gross weight is 40 lb. or more, not less than four metal straps must be used."

The rating shown in the Official Classification applies on any quantity, no carload rating being provided for.

The Western Classification provides, butter, N. O. I. B. N., butter grease, butterine, oleomargarine, in glass or earthenware, packed in barrels or boxes, 2nd class; in metal cans, completely jacketed, 2nd class; in metal cans in crates, 2nd class; in cans, cartons, or forms, in barrels, boxes, or tubs, or in bulk in barrels, firkins, pails or tubs, 2nd class; also refers to note:

“Note—Butter tubs may have tops encircled by hoops nailed thereto extending over the side of the tub, one-half inch or more, and be fastened in the following manner: Tubs weighing 35 pounds or more, tops to be secured to sides of tubs by not less than four metal straps, not less than one-half inch wide and four inches long, nailed to sides and tops, equal distances apart with two nails (not tacks), at each end of the metal strap. Tubs weighing less than 35 pounds, tops to be secured to sides of tubs by not less than three metal straps, not less than one-half inch wide and four inches long, nailed to sides and top, equal distances apart with two nails (not tacks) at each end of the metal straps.”

The Western Classification provides for carload ratings as follows: Butter, butterine, oleomargarine, dressed poultry and eggs, carload, minimum weight 20,000 lb., 3rd class, also provides a note regarding same as follows:

“Note. Eggs subject to restriction provided by note under eggs and exceptions to Rule 42.” Rule 42 has reference to shipments made in fibreboard, pulpboard or strawboard boxes.

### § 38. Cabinets.

We will for example, under this heading, use a shipment moving from Grand Rapids, Mich., to Spokane, Wash., of

wooden filing cabinets, carloads. By reference to the tariff, we find that we have a commodity rate published by the Trans-Continental Freight Bureau applying from point of origin to destination, which is the legal rate to apply. The minimum weight provided for the commodity is 16,000 lb. This tariff being a sectional tariff provides that if the class rates governed by Western Classification from point of origin to destination make a lower basis, such lower basis can be used.

### § 39. Calcium.

For example, a shipment of calcium chloride moving from Detroit, Mich., to Level Siding, South Dakota. Level Siding is a point in Trans-Mississippi River territory, and there are no through rates in effect. A combination rate is made on the Mississippi River. The Official Classification governs up to the Mississippi River and Western Classification beyond. There is a commodity rate published from Detroit, Mich., to the Mississippi River, which basis would apply. The tariff naming the rate, however, is subject to the rules of the Official Classification.

If shipments were made in liquid form, there is also a commodity rate from the Mississippi River to destination, with a minimum of 60,000 lb. when shipped in tank cars. In solid form, there is a proportional rate from the Mississippi River to destination with a minimum of 50,000 lb. In making the shipment in tank cars the Western Classification provides, under Rule 32, section 3, that the weights and charges on shipments in tank cars shall be based on the full gallonage of the tank, except as provided for under section 4, which has reference to shipments of inflammable liquids. In this instance a shipment made in a tank car has a specific minimum provided, which sets aside the

provisions of the classification regarding minimum weights and would apply regardless of the capacity of the tank.

#### § 40. Candy and Confectionery.

For example, take a shipment of confectionery moving from Cleveland, Ohio, to Anaconda, Mont., in L. C. L. lots. There is a through rate published by the Transcontinental Freight Bureau on this commodity from point of origin to Spokane, Wash. Anaconda, Mont., is indexed in the tariff with reference published by the Transcontinental Freight Bureau to Note 97. Note 97 provides that the rate shown in this tariff applying to Spokane, Wash., will apply to stations opposite this reference Note 97 and unnamed points directly between such stations unless lower rates can be made by use of the Transcontinental Freight Tariff, No. 14 series, supplements thereto and issues thereof; also that this basis expires, July 1, 1915, unless sooner cancelled. The rates to Anaconda are usually made, from Central Freight Association points, on the basis of Minnesota Transfer or the Missouri River combination, the Official Classification governing up to the Missouri River or Minnesota Transfer, and the Western Classification beyond. The rates up to Minnesota Transfer, also to the Missouri River on this particular traffic, are published by the Central Freight Association and the rates beyond by the Transcontinental Freight Bureau. In the Official Classification, candy and confectionery are provided for in the following manner: "In glass packed, 1st class; in stave baskets (with solid wooden or metal tops, securely fastened) weighing not less than 25 pounds each, Rule 25; in veneer boxes (tops securely fastened) weighing not less than 25 pounds each, Rule 25; in pails banded or wired together in packages, weighing not less than 25 pounds, see note, Rule 25; in pails or

cases or in tin cans or drums (tops securely fastened) weighing not less than 25 pounds each, Rule 25; in cases, drums, pails, securely crated together in packages weighing not less than 25 pounds, Rule 25; in half barrels or barrels, Rule 25, and not otherwise specified, 1st class." In carloads, straight or mixed, the basis provided is 3rd class. The note provides as follows:

"Pails banded, or wired together must conform with the following: Pails banded together, each must weigh  $12\frac{1}{2}$  pounds or more, and not more than two pails shall be banded in one package and covers must be securely stapled on and pails stapled together; three bands of iron and steel not less than  $\frac{3}{8}$  inch in width must also be used and secured by hooking over stave ends, bands to be nailed at each end, and at center of package.

"Pails wired together must weigh 10 pounds or more with total weight of 25 pounds or more per package, but not more than five pails shall be wired in one package. Annealed wire No. 13 or thicker shall be fastened on four sides of each pail with half inch staples, the wires crossing top and bottom of package at right angles and being secured by four staples each, on top and bottom, the end of wires to be securely fastened together."

Candy and confectionery are provided for under Western Classification as follows:

"Candy and Confectionery, Not Otherwise Indexed by Name: In barrels, wooden pails, boxes or drums; in tin pails, in crates, in glass packed in boxes; in iron or steel pails; in iron or steel bushel measures with tight wooden covers; in hardwood jointed stave baskets reinforced with iron or steel bands (staves not less than one-eighth inch thick), with tight wooden covers and double bottoms, covers wired and sealed, L. C. L.....2nd class

“In packages, named, C. L., minimum weight 30,000 lb., 3rd class.”

#### § 41. Cans.

We will take for example a shipment of tin cans, carload, moving from Allegheny, Pa., to Tacoma, Wash. In this instance there is a commodity rate published by the Transcontinental Freight Bureau, and governed by the Western Classification, which would apply from point of origin to destination. This tariff is a sectional tariff and provides that if the use of class rates governed by the Western Classification makes a lower basis such basis may be applied.

#### § 42. Carpeting.

We will use as an illustration a shipment moving from Sandusky, Ohio, to Lake Charles, La. You will find a through rate governed by Western Classification and published by the Southwestern Lines. Carpeting, N. O. I. B. N., in the Western Classification is rated as follows:

In burlapped bales, or rolls, 1st class; in boxes, 1st class; no carload rating provided.

#### § 43. Castings, N. O. S.

We will use for illustration a shipment of castings, from Pittsburgh, Pa., to Pine Bluff, Ark. In this case we have a through rate published by the Southwestern Lines. This through rate, however, is based on the Memphis combination, with a minimum of 36,000 lb. up to Memphis and 30,000 lb. beyond Memphis. If the shipment were to move in L. C. L. lots the through movement would be governed by Western Classification, which specifies “castings, N. O. I. B. N., etc., weighing each less than 50 lb. loose or in bundles, weighing less than 50 lb. L. C. L.

1st class; weighing 50 pounds or over, loose or in bundles weighing 50 pounds or over, 4th class; in bags, barrels or boxes, L. C. L., 4th class; in barrels with burlap tops, 3rd class; and in barrels without tops, L. C. L., 1st class."

#### § 44. Cement.

Cement usually moves from producing points in carload lots on commodity rates. Under this heading in the various classifications there are several kinds of cement, such as asbestos, building, natural, portland, etc. We will take for example a shipment of cement L. C. L., moving from Toledo, Ohio, to Oklahoma City, Okla. There is a through class rate published by the Southwestern Lines, governed by Western Classification. Cement, N. O. I. B. N., is provided for in Western Classification as follows:

"Liquid, glass or earthenware, packed in barrels or boxes, 1st class; in metal cans or tubes, in barrels or boxes, 1st class; in bulk in barrels, 1st class. Other than liquid, in barrels or boxes, 2nd class."

#### § 45. Cloth.

Under this heading several articles are defined in the various classifications. We will take for example a shipment of mohair cloth, moving from Youngstown, Ohio, to Dallas, Tex. The Southwestern Lines publish a through rate, governed by Western Classification. Under the Western Classification, mohair cloth in boxes is classified as 1st class, any quantity, no carload rating being provided for.

#### § 46. Coal.

There are very few cases where the classification could be used on coal, as this commodity almost invariably

moves from producing points on commodity rates when in carload lots.

#### § 47. Coffee Substitutes.

We will use for example a shipment of coffee substitutes, in carload, moving from Toledo, Ohio, to the City of Mexico, Mex. At the present time there are no through rates in effect and the combination is made on the Rio Grande crossings. The Western Classification governs the movement up to the Rio Grande crossings, under ordinary circumstances, but in this instance we have a commodity rate in effect to the Rio Grande crossings, and the Western Classification rules would apply when not in conflict with the provisions of the classification exceptions applicable to Texas traffic. The item referred to provides for coffees roasted, ground, or crushed, including crushed chickory, stick chickory, and vegetable and cereal coffee substitutes, in straight or mixed carload, minimum weight 30,000 lb. Beyond the Rio Grande crossings, the provision of the Mexican Classification governs and the rates as published by the Mexican lines from the Rio Grande crossings.

#### § 48. Compounds.

Under this heading, in the various classifications, there are numerous articles classified such as boiler, core, floor, wall cleaning, etc. We will take for example a shipment of polishing compound moving from Adrian, Mich., to Texico, N. M. There are no through rates on this movement and the shipment is governed by the Official Classification up to the Mississippi River and by the Western Classification beyond. Under the Official Classification, polishing compound in glass, packed boxes, is classified as 1st class. In packages not otherwise specified, packed,



in boxes, 2nd class, and in carloads 4th class, the Official Classification minimum would govern. In cakes or bars enclosed in fibre or metal cans or cartons packed in boxes, kegs or barrels or in cakes or bars loose, packed in kegs or barrels, carload, min. wt. 36,000 pounds, 5th class. L. C. L. in packages described, 3rd class. In bulk, in barrels or casks, C. L. minimum weight 36,000 pounds, 5th class and in L. C. L. quantities, 3rd class. Under the Western Classification polishing and buffing compound, N. O. I. B. N., except liquid, is classified in barrels or boxes, in L. C. L. 3rd class. In packages named, carload, minimum weight 36,000 pounds, 5th class.

#### **§ 49. Cooling Rooms and Refrigerators.**

In this instance we will take a shipment moving from Battle Creek, Mich., to Tucson, Arizona. In carloads we have a through commodity rate, provided for in the following manner: Cooling room material, doors, frames and sections and grate bars, for cooling rooms, also refrigerators, including refrigerator display cases, minimum weight 24,000 lb. In this instance, the through rate would apply, and is governed by the Western Classification from the point of origin to the destination, subject to the specific provisions of the commodity rate. If the shipment were to move in L. C. L. quantities, the shipment would also move on a through rate and be governed by the Western Classification, which provides, as follows:

"Cooling rooms, K. D. in boxes, bundles, or crates, L. C. L., 3rd class." The through rate in this instance is published by the Transcontinental Freight Bureau.

#### **§ 50. Cooperage Stock, Wooden.**

We will take in this instance, a shipment moving from Erie, Pa., to Oakland, Cal. Under this heading are staves

and heading, rough and finished, also hoops, etc. If the shipment consists of heading, or head linings, the shipment is rated in bundles or crates, L. C. L., 4th class, and a through rate is published by the Transcontinental Freight Bureau and would apply. In packages or loose in straight or mixed carload, minimum weight 36,000 lb., the shipment would be made at the Class D rate, and through class rate governing from point of origin to final destination. Shipments of cooperage stock such as staves, hoops and headings usually move from producing points on commodity rates. The rates are generally published in lumber commodity tariffs, on the basis of the lumber rate.

#### § 51. Copper, Brass or Bronze.

In the various classifications under this heading there are numerous articles of copper, brass or bronze specified. For example, we will take a shipment of copper, or brass, vessels N. O. S. (not cauldrons or kettles) moving from Dayton, Ohio, to Calgary, Alberta. There are no through rates in effect and the shipment would move on a combination rate. The combination in this instance is made on Minnesota Transfer or Duluth, and the Official Classification governs up to Minnesota Transfer or Duluth and the Canadian Classification beyond. Under this heading the Official Classification classifies brass or copper, vessels N. O. S. (not cauldrons or kettles) in boxes, barrels, or crates, not nested, 1st class; nested 2nd class, minimum weight 12,000 lb. subject to Rule 27, 2nd class. In this instance, if the shipment were to move in a car in excess of 36 feet 6 inches in length, it is necessary to refer to Rule 27 in the Official Classification, in order to determine what minimum would apply up to Minnesota Transfer or Duluth. The Official Classification also gives a rating, loose, 3 feet and over in diameter, D-1 class and under 3 feet in

diameter 1st class. In the movement under the Canadian Classification, under the heading of copper vessels, the classification states vessels, very large, subject to rates and regulations of individual carriers and no specific rating is provided for. We would have to use the rating on copper manufactured articles, N. O. S., which is 1st class in any quantity, no carload rating being provided.



## CHAPTER III.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM CANADIAN FREIGHT ASSOCIATION TERRITORY TO OTHER POINTS.

- § 52. Cores.
- § 53. Cotton.
- § 54. Crates.
- § 55. Crockery or Earthenware.
- § 56. Dishes, Pails, Plates and Trays, Paper, Pulpboard or Woodpulp.
- § 57. Doors.
- § 58. Doors with Frames.
- § 59. Door Hangers and Hangers Parts.
- § 60. Dry Goods.
- § 61. Earth.
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- § 72. Fibre.
- § 73. Fish.
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- § 75. Fixtures.
- § 76. Flour.
- § 77. Flues.
- § 78. Food—Prepared.



## CHAPTER III.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM CANADIAN FREIGHT ASSOCIATION TERRITORY TO OTHER POINTS.

#### § 52. Cores.

We will take, for illustration, a movement entirely within Canadian Classification territory, of a shipment of returned cores moving from Toronto, Ont., to Montreal, Que. In this instance, the rate is governed by the Canadian Classification. The Canadian Classification provides, as follows: "Cores—Iron or wood for winding paper, returned from original consignee to original shipper, by the same line over which it was originally shipped, prepaid, 4th class, no carload rating being provided."

#### § 53. Cotton.

Cotton usually moves from producing points on commodity rates. However, for example, we will take the movement of a shipment of cotton from Winnipeg, Man., to Calgary, Alberta. The tariff issued by the Canadian Pacific Railway, is governed by the Canadian Classification, with exceptions as noted in the tariff. Cotton, raw, is classified in the Canadian Classification, in bags or sacks, O. R. F. (which means Owner's Risk of Fires), carload minimum 20,000 lb., 4th class, and in L. C. L. quantities in bags or sacks, 1st class. If the shipment consisted of cotton pressed in bales, carload minimum 20,000 lb., it is ratable 5th class, and in L. C. L. quantities, 3rd class.

**§ 54. Crates.**

In this instance we will take a shipment of crates from Kingston, Ont., to Boston, Mass. The Canadian Pacific tariff naming the rate from Kingston, to Boston, is governed by the Official Classification. In the Official Classification there are several articles classified under the heading of crates, animal crates, crates, N. O. S., wooden crates, etc. We will take for illustration a shipment consisting of berry or fruit crates. Under the Official Classification this commodity S. U., empty, carload minimum weight 12,000 lb., subject to Rule 27, is classified as 4th class. In L. C. L. quantities, shipped in this manner, double 1st class. If shipped nested or filled with berry or fruit boxes, carload minimum weight 12,000 lb., subject to Rule 27, the rating is 4th class and in the same manner in L. C. L., 1st class. K. D. flat or folded flat in bundles or crates, carload minimum weight 34,000 lb., the article is classified 6th class, and L. C. L. 4th class. When the shipments are moving under Rule 27 it is necessary to refer to the classification under Rule 27, in order to determine the proper minimum rate to apply on shipments moving in cars in excess of 36 feet 6 inches in length.

**§ 55. Crockery or Earthenware.**

Take the movement of a shipment from Trenton, Ont., to New York City. The tariff naming the rates in this instance, published by the Canadian Pacific Railway, is governed by the Official Classification. For illustration we will use crockery or earthenware, N. O. S. Under the Official Classification when shipped in barrels, boxes, or crates, this commodity is classified Rule 26; in L. C. L., quantities in carloads, minimum 24,000 lb. subject to Rule 27 it is classified 5th class. In a shipment moving under Rule 26 it will be necessary to use the tariff itself in con-



nection with Rule 26 in the classification to determine the proper rate to apply. If Rule 26 rates are not specifically provided for in tariff on the carload movement it will be necessary also to refer to Rule 27, in order to determine the proper minimum weight to apply on a shipment made in cars exceeding 36 feet 6 inches in length.

#### § 56. Dishes, Pails, Plates and Trays; Paper, Pulpboard or Wood Pulp.

On a shipment moving from Toronto, Ont., to Chicago, Ill., the through rate is governed by the Official Classification. For example, a shipment consisting of dishes, pails, plates and trays, such as butter dishes or trays and pie plates may be taken. Under the Official Classification these commodities are classified, nested, in boxes, bundles or crates, 3rd class; nested in packages named in mixed carload, minimum weight 24,000 lb., subject to Rule 27, 5th class.

#### § 57. Doors.

In a great many instances doors when shipped in carloads move on commodity rates. We will take for example, an L. C. L. shipment moving from Toronto, Ont., to Jacksonville, Fla. There being no through rate in effect, the combination makes on the Ohio River. The rate on a shipment of doors, N. O. S., wood, up to the Ohio River is governed by the Official Classification and the rate from the Ohio River to destination is governed by the Southern Classification. Under the Official Classification doors, N. O. S., wood, are rated when glazed, if crated, D-1 class; stripped or cleated on edges and the glass portion completely covered by boards, not less than  $\frac{3}{8}$  of an inch in thickness, 1st class; and when boxed, 1st class.

**§ 58. Doors with Frames.**

In this instance, we will take a carload shipment of doors with frames moving from Petrolia, Ont., to Helena, Ark. The through rate is governed by the Southern Classification. There is a through commodity rate which would have to be used and the classification basis would not govern.

**§ 59. Door Hangers and Hanger Parts.**

We will take for illustration a shipment moving from St. Thomas, Ont., to Duluth, Minn. Here the through rate is governed by the Official Classification and published by the Central Freight Association. Suppose our shipment to be barn or warehouse door hanger rail brackets or holders, iron or steel. If shipped in crates, under the Official Classification, the rating is Rule 26; if shipped in barrels or boxes, the rating is Rule 26, and in packages named, in straight or mixed carload, including barn door hanger rails or tracks, in boxes, bundles or crates, minimum weight 36,000 lb., 5th class. On an L. C. L. lot moving under Rule 26, you would refer to Rule 26 under the Official Classification in connection with tariff naming the through rate in order to determine the rate to apply.

**§ 60. Dry Goods.**

On a shipment of dry goods moving from Detroit, Mich., to Marquette, Mich., the through rate is published by the Central Freight Association and Official Classification governs. Under the Official Classification, dry goods, not otherwise indexed by name, in bales or boxes, are classified 1st class in any quantity, no carload rating being given.

### § 61. Earth.

Under this heading, in the various classifications, several different kinds of earth are provided for. We will take for example a shipment consisting of infusional earth, moving from Toronto, Ont., to Atchison, Kan. This shipment is governed up to the Mississippi River by the Official Classification and from the Mississippi River to Atchison, Kan., by the Western Classification, the rate breaking on the Mississippi River, as no through rates are in effect. Under the Official Classification this commodity, shipped in bags, barrels or boxes, in L. C. L. quantities, is 3rd class, and in packages, in bulk in carloads, minimum weight 40,000 lb., 5th class. Under the Western Classification movement, when shipped in bags, barrels or boxes in L. C. L. quantities, it is 3rd class, and in packages or in bulk, carload minimum weight 40,000 lb., 5th class.

### § 62. Eggs.

We will assume in this instance that we have a shipment of eggs moving from Hamilton, Ont., to Cedar Rapids, Ia. The movement up to the Mississippi River, there being no through rate in effect, is governed by the Official Classification, and the movement from the Mississippi River to destination is governed by the Western Classification. The Official Classification classifies eggs, poultry, crystallized in boxes or barrels, 1st class; dried or powdered, in boxes or barrels, 2nd class; liquid packed in cans, crates, cases or barrels, 2nd class; eggs not otherwise specified, packed in barrels, 2nd class. This rating applies in any quantity. The classification further provides that when packed in strawboard egg cases or carriers, made of corrugated strawboard with sides, tops and bottoms not less than 3-16 inch in thickness, ends not less than  $\frac{1}{2}$  inch in thickness, center partitions not less than  $\frac{1}{4}$  inch in thickness,

fitted with 10 trays and 12 dividing boards, covers securely wired to carriers or cases, they will be subject to 10 per cent higher than 2nd class. In wooden cases or carriers, subject to Notes 1 and 2, 2nd class.

Note 1 provides that standard egg cases and carriers must be made of hardwood of not less than the following dimensions: "Sides, tops and bottoms, 3-16 inch in thickness, ends and center partitions 7-16 inch in thickness, end cleats  $1\frac{1}{4}$  by 7-16 inch in thickness, attached by three-penny, fine cement coated, large headed nails, 15 on each side, 15 on bottom and 8 on top, 4 on each end (except where drop cleat cover is used 3 nails on each end will suffice), ends to be either one piece or two pieces, cleated; when two end pieces cleated are used, 2 nails should be in each end of each piece, nails clinched, center partition to be not more than two pieces, plumb and level with the top of case. Sides, bottom and top to be of not more than two pieces each. Double veneered egg cases or carriers, where wire staples are used, must be made of double sides and bottoms; aggregate thickness of sides and bottoms must be not less than 3-16 inch, with wood liners placed between and across the grain of sides and bottoms, wire staples not to be more than  $2\frac{1}{4}$  inches apart and must be driven through sides, bottoms and liners, and securely clinched on opposite side. Ends and center partition of such cases or carriers must not be less than  $\frac{1}{4}$  inch in thickness and recessed in the walls and sides and bottoms with cleats not less than  $\frac{1}{2}$  inch in thickness and  $1\frac{1}{2}$  inches wide. Four cement coated nails must be driven through sides into the ends of each cleat. Tops must not be less than 3-16 inch thick and 8 cement coated nails on top, 4 on each end. All trays and dividing boards must be of hard calendar strawboard, known as medium fillers, weighing not less than 3 pounds to the set and of suf-

ficient size to fill the compartments to prevent shifting, consisting of 10 trays and 12 dividing boards, one of which is to be used at the bottom and the top of each compartment. The dividing boards are to be placed next to the eggs on top, with sufficient excelsior, cork shavings, cut straw or corrugated cushions to hold the contents firmly in place. In the use of excelsior, cork shavings or cut straw, care must be taken to see that the packing is evenly distributed on the bottom and not less than  $\frac{1}{2}$  inch in thickness. Eggs shipped in heavy boxes known as No. 1 cases must be packed the same as in the instance of standard cases or carriers.

"Second hand cases or carriers (cases or carriers which already have been used in the transportation of eggs and are re-used) must be strapped with iron wire or wooden straps on the sides and bottoms of each end. Shippers must, according to the nature of package, certify on the face of the shipping order and bill of lading that the shipment is packed in standard or double veneer cases or carriers and in accordance with the requirements of the classification. Unless the foregoing requirements are complied with, the shipper will be charged one class higher (greater). Standard egg cases or carriers containing 30 dozen or less may be received and charged for transportation at an estimated weight of 53 lb. per case; cases containing 36 dozen, at an estimated weight of 65 lb. per case. Any excess number of eggs above 36 dozen will be charged at the rate of 2 lb. for each additional dozen. Eggs packed in heavy boxes, known as No. 1 cases, containing 30 dozen or less, may be received and charged for transportation at an estimated weight of 60 lb. per case. Any excess number of eggs above 30 dozen will be charged at 2 lb. for each additional dozen. Eggs in pulpboard, cushion carton fillers, packed in standard egg cases, will be

accepted for shipment at the same rates and estimated weights as when packed with ordinary filler.

"Note 2. Cases or carriers, whether new or second hand, containing second-hand fillers must not be accepted."

In the movement west of the Mississippi River the Western Classification provides as follows:

"Eggs N. O. I. B. N., in baskets, L. C. L., D-1 class. In metal cans, hermetically sealed, and packed in barrels or boxes, L. C. L., 2nd class; in barrels or boxes, prepaid, L. C. L., 2nd class; in standard egg cases (boxes, L. C. L.), 2nd class; in packages named, carload, minimum weight 20,000 lb., 3rd class." The Western Classification also provides rules governing shipments of eggs and also estimated weights based on the sizes of cases, and the number of dozen contained therein. These rules should be read very carefully in shipping eggs.

### § 63. Elbows.

For illustration, a shipment moving from London, Ont., to Denver, Colo. As there is no through rate, the combination is made on the Mississippi River. The Official Classification governs up to the Mississippi River and the Western Classification beyond. The rating may be illustrated by a shipment of stovepipe elbows, iron, steel or tin. The Official Classification classifies stovepipe elbows, in bundles,  $1\frac{1}{2}$  times 1st class; in crates,  $1\frac{1}{2}$  times 1st class; and in boxes,  $1\frac{1}{2}$  times 1st class; in packages or loose, carload, minimum weight 10,000 lb., subject to Rule 27, 1st class.

The Western Classification provides: "Stovepipe elbows in uniform bundles of one dozen each (4 elbow ends lapped in a ring, 3 rings wired securely together) or in crates, L. C. L.,  $1\frac{1}{2}$  times 1st class. In boxes, L. C. L., 1st class, and loose, L. C. L., D-1 class. In carload lots, in

packages or loose, straight or mixed carloads, carload minimum weight 12,000 lb., subject to Rule 6-B." It would be necessary to refer to Rule 6-B in order to determine the proper minimum to apply, when shipments are made in carload lots.

#### § 64. Engines (Not Locomotives).

There are several different kinds of engines provided for in the classification, such as fire, stationary, traction, portable, etc. We will take, for example, a shipment of fire engines, self-propelling, moving from London, Ont., to Fargo, N. D. There are no through rates in effect, and the combination would ordinarily make on Minnesota Transfer. In this event the rate up to Minnesota Transfer is governed by the Official Classification and the rate beyond Minnesota Transfer by the Western Classification. Fire engines, self-propelling, chemical and chemical fire engines, hose carriages, or wagons combined, actual weight not less than 8,000 lb. each, 1st class; minimum weight 16,000 lb., subject to Rule 27, 2nd class; gas, gasoline, or steam, actual weight, but not less than 10,000 lb. each, 1st class; carloads, minimum weight 20,000 lb., subject to Rule 27. You will note here that when shipped in L. C. L. lots, chemical and chemical fire engines are classified at actual weight, but not less than 8,000 lb. each, while gas, gasoline or steam engines are classified as actual weight, but not less than 10,000 lb.; also that these shipments are made subject to Notes 1 and 2 in the Official Classification.

"Note 1. When shipments of engines require flat or gondola cars for transportation, the loose and detachable parts thereof must be placed in iron-bound boxes, securely attached to engine or floor of car.

"Note 2. Engines operated by gasoline or naphtha: The oil or fuel tanks must be empty. To insure proper empty-

ing the tank plug or cover must be removed and the oil feed pipe disconnected, except when the feed pipe has a small valve solely for the purpose of emptying tank and feed pipes. After tanks have been emptied the plug or cover must be replaced and the opening through which fluid or vapor might escape securely closed before the engine is placed in any railroad depot, car or boat. During the period from November 15 to April 15, in addition to oil or fuel tanks, water tanks must be emptied."

In the movement under the Western Classification, fire apparatus, self-propelling on own wheels, L. C. L., D-1 class; on own wheels, carload, minimum weight 10,000 lb., subject to Rule 6-B, 1st class. It is necessary to refer to Rule 6-B in order to determine the proper minimum weight to apply on carload shipments.

#### § 65. Explosives.

Under this heading shipments of high explosives are not provided for in the classification. They are made subject to rules and regulations of the individual carriers and are usually taken care of by specific rates or exceptions to classification.

#### § 66. Extracts.

Under this heading we will take a shipment moving from London, Ont., to Helena, Mont. There is no through rate in effect and the combination is made on Chicago or Minnesota Transfer or the Missouri River. The Official Classification would govern up to the points named and the Western Classification beyond. Under the heading of Extracts in the Official Classification several different kinds of extracts are shown, such as bark, beef, hop, malt, etc.

For example, a shipment of extracts, N. O. I. B. N.,



which would cover all extracts, N. O. I. B. N., in the classification. The Official Classification classifies extracts not otherwise indexed by name, dry, in glass or earthenware, packed in barrels or boxes, 1st class; in cans or cartons, in barrels or boxes, 1st class; in bulk, in barrels or boxes, 1st class; liquid, in glassware or earthenware, packed in barrels or boxes, 1st class; in metal cans, in barrels or boxes, 1st class; in bulk, in barrels, 2nd class; no carload rating is provided for.

Under the Western Classification, extracts, N. O. I. B. N., are classified in the following manner:

"Invoice value exceeding 50 cents per pound or value not stated, in barrels or boxes, 1st class; in glass or earthenware, packed in baskets, D-1 class; in metal cans, jacketed, D-1 class; invoice value not exceeding 50 cents per pound and so receipted for, in bulk or barrels, 2nd class." In this instance the shipment under the Western Classification would move on a declared valuation rate. No carload rating is shown in the Western Classification.

### § 67. Fans.

On a shipment of fans, electric, moving from Halifax, N. S., to Vancouver, B. C., we have a through rate from point of origin to destination, governed by the Canadian Classification, and published by the Transcontinental Freight Bureau. Although several of the intermediate lines operating in the United States handle this traffic, the tariff is not filed with the Interstate Commerce Commission and has no I. C. C. number, as the shipments originate and terminate in Canada. Electric fans, boxed, under the Canadian Classification are 1st class in L. C. L. lots and 4th class in carloads. On the shipment moving in carload the minimum for a 36-foot car under the Canadian Classification on shipments classified 4th class is 24,000 lb. per

car, as provided for under Rule 1. If the shipment should move in a car in excess of 36 feet 6 inches in length, inside measurement, or on a flat car over 36 feet 10 inches in length, it is necessary to refer to Rule 1 in the Canadian Classification in order to determine the proper minimum to apply on the shipment. Under the Canadian Classification, when shipments move in carloads, where the minimum is from 10,000 lb. to 30,000 lb., Rule 1 must be referred to in order to determine the proper minimum to apply, when shipments move in or on cars of a greater length than provided for under Rule 1. If the shipment was destined to Portland, Ore., to which point there are no through rates in effect, the lowest combination would have to be used and the classification governing would depend upon the application of the classification to and from the rate breaking point.

The illustration given simply brings out the Canadian Classification rule. The through rate in this instance is a commodity rate when the shipment is made in carloads, and is the proper rate to use. The minimum provided is 30,000 lb.

#### § 68. Feed.

Feed generally moves upon commodity rates, when shipped in carload quantities.

#### § 69. Felt.

A shipment of roofing felt shipped from the City of Quebec to Claborn, B. C., affords an instance of a through commodity rate governed by the Canadian Classification and applying on both carload and L. C. L. quantities. The carload minimum weight to apply is 40,000 lb. and under the item in the Transcontinental tariff naming the rate appears the warning, "See Note." The note provides

that in carloads of the above mentioned articles there may be included tin roofing, caps and nails, not to exceed 10 per cent of the weight of the entire carload, at the rate named.

### **§ 70. Fencing.**

For this illustration we will take a movement of a shipment of fencing from St. Thomas, Ont., to Shreveport, La., the article being woven wire field fence. There is a through rate governed by the Western Classification and published by the Southwestern Lines, and the proper minimum weight to apply on carload is found by reference to the tariff naming the rate.

### **§ 71. Fertilizers.**

For example: A shipment of tankage moving from Toronto, Ont., to Argenta, Ark. There are no through rates and the tariffs provide that a combination rate applies. The movement of the shipment up to East St. Louis, which would ordinarily be the basing point, is governed by the Official Classification. This provides for a rate on tankage, ground or unground, in packages, 4th class, and in carload, 6th class, the Official Classification minimum to apply. In a movement from East St. Louis or St. Louis to Argenta, a commodity rate is published by the Southwestern Lines on carloads. The commodity rate carries a minimum weight of 40,000 lb. In this particular instance the class rate, governed by the classification, would be used up to the basing point, which would be St. Louis or East St. Louis, and a commodity rate beyond.

### **§ 72. Fibre.**

On the movement of a shipment from Sarnia, Ont., to Oklahoma City, Okla., we have a through rate governed

by the Western Classification. Under the heading of Fibre in the Western Classification there are several articles made of fibre enumerated, but we will use for example fibre, N. O. I. B. N., in the classification. This commodity when shipped in bales is classified 2nd class in less than carload quantities; bales in carloads, minimum 30,000 lb., Class B. If a shipment were to consist of wooden fibre ware, then there is a through commodity rate, published by the Southwestern Lines, minimum 14,000 lb., for a car 36 feet in length, and also subject to premium and deduction charges for cars of different lengths as per Southwestern Lines exceptions to classification rules, Circular No. 3 series. It is necessary to refer to the exceptions to the classification in order to determine the proper minimum weight to apply, if the shipment were to move in a car 33 feet 6 inches in length or under. In this case the minimum is 12,740 lb., but if the shipment were to move in a 50-foot car the minimum weight to apply is 23,100 lb., or 165 per cent of the minimum weight established for this commodity when loaded in a 36-foot car. This emphasizes the point that the exceptions should be referred to in all cases where tariffs are governed by exceptions to the classification.

### § 73. Fish.

Under this heading in the various classifications are classified fresh fish, clams, oysters, or scallop meats, shellfish, canned fish, preserved fish, etc. We will take for illustration the movement of a shipment of fresh oysters from Hamilton, Ont., to Dallas, Tex. Through rates are published, governed by the Western Classification, which provide that charges on fresh fish must be prepaid. Fresh oysters, in tin cans or packages, are classified in the Western Classification, in L. C. L. quantities, 1st class; in iron or

steel cans, in packages, L. C. L., 1st class; in oyster carriers or refrigerators, 1st class, L. C. L.; in metal cans in packages, or loose, or in oyster carriers or refrigerators, straight or mixed carloads, minimum weight 24,000 lb., 3rd class; in shell, in barrels, with cloth tops, L. C. L., 2nd class; in bags or barrels, L. C. L., 2nd class; and in the packages named, in straight or mixed carloads, minimum 24,000 lb., 3rd class; in bulk, carload, minimum weight 30,000 lb., 3rd class. In a movement of this character the charge necessary for refrigeration, in order to protect the shipment in transit, would enter into the computation of the freight charge. In order to arrive at the proper refrigeration charge it is necessary to refer to exceptions to classification, Rule Circular No. 1 series, issued by the Southwestern Committee. These rules provide that shipments transported under the rates, rules and regulations prescribed under this classification and in tariffs made subject to this classification shall be subject to such further charges and allowances as are contained in publications of the participating carriers lawfully on file with the Interstate Commerce Commission, relating to refrigeration, etc. If the shipments were to move through Chicago, the tariff of the individual line or lines operating from point of origin would govern the computation of refrigerator charges up to Chicago. This would also be true if the shipment were to move through East St. Louis. The Southwestern Lines' exception applicable on this traffic provides for specific refrigeration charges either from Chicago or from East St. Louis to destination.

### § 75. Fixtures.

On a shipment moving from Chatham, Ont., to Tucson, Ariz., there being no through rate in effect, the rate would be the lowest combination which could be legally made,

and may be based on the rate from Chatham, Ont., to Detroit, Mich., or Chatham, Ont., to Chicago. The Official Classification governs up to the points named, and the Western Classification beyond. Under the heading of fixtures in the Official and Western classifications several articles are classified. Under the Official Classification, lamp fixtures, N. O. S., are classified as 1st class in L. C. L. quantities, and in carload quantities 3rd class, with a minimum of 14,000 lb., subject to Rule 27.

Under the Western Classification, lamps and lamp fixtures, N. O. I. B. N., are classified, when in barrels or boxes, 1st class; not packed, not taken. The rating is also provided for lamps and lamp founts, glass, not decorated, and fixtures, in barrels or boxes, in L. C. L., 1st class, and in barrels or boxes, straight or mixed carload, minimum weight 24,000 lb., 4th class.

#### § 76. Flour.

Flour in carload quantities usually moves on commodity rates from producing and milling points.

#### § 77. Flues.

For example, we will take a shipment of boiler flues from London, Ont., to San Francisco, Cal. There are no through rates in effect. Combination can be made on Detroit, Mich., and the rate from London to Detroit is governed by the Official Classification. In the Official Classification, boilers, flues or tubes are classified in bundles or loose, 4th class; in bundles or loose, carload, minimum weight 36,000 lb., 5th class.

If the shipment were to move in carloads, and the flues were not over 12 inches in diameter, from Detroit, Mich., to destination, there is a carload commodity rate, published by the Transcontinental Freight Bureau, governed

by the Western Classification. This carload rating provides for a minimum of 40,000 lb.

**§ 78. Food, Prepared.**

In this instance we will take a movement of a shipment of prepared food from Dresden, Ont., to Winnipeg, Man. From Canadian Freight Association points to points in the Canadian Northwest through rates are published, governed by the Canadian Classification. The Canadian Classification classifies prepared food, N. O. S., as follows:

“In glass boxes, 1st class; in tin box, 2nd class;” and no carload rating provided.

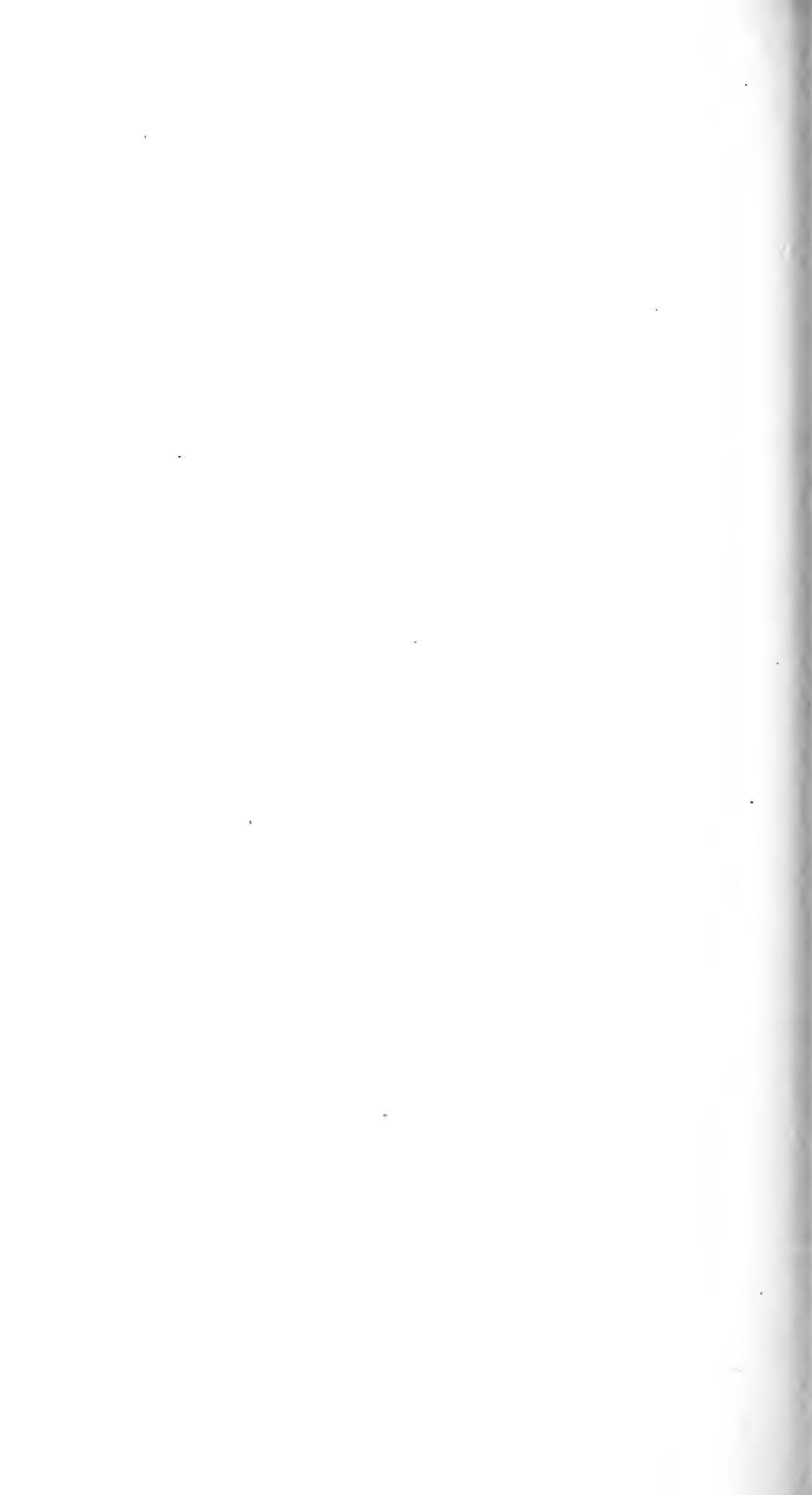




## CHAPTER IV.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM THE CANADIAN NORTHWEST TO OTHER POINTS.

- § 79. Frames.
- § 80. Fruit, Fresh.
- § 81. Fruit, Other Than Dried, Evaporated or Fresh.
- § 82. Fruit, Dried or Evaporated, Other Than Candied, Crystallized,  
Glaced or Stuffed.
- § 83. Furniture.
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- § 85. Gates.
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- § 90. Government Supplies.
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- § 92. Grain and Grain Screenings.
- § 93. Grease.
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- § 96. Hair.
- § 97. Handles.
- § 98. Hats and Caps.
- § 99. Heaters.
- § 100. Hides, Furs, Pelts and Skins.
- § 101. Hobby or Rocking Horses.
- § 102. Holders.
- § 103. Horns.
- § 104. Horses (Live Stock).
- § 105. Household Goods and Emigrants' Movables, Including Old or  
Used Furniture, P. P.
- § 106. Hulls.



## CHAPTER IV.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM THE CANADIAN NORTHWEST TO OTHER POINTS.

#### § 79. Frames.

For example, we will take the movement of a shipment from Brandon, Man., to Calgary, Alberta. This movement is governed by the Canadian Classification. Under the heading of Frames, in the Canadian Classification, several different kinds of frames are classified. Under the Canadian Classification, frames, screen, bamboo, set up, in bundles, O. R. B. & C., are classified 3 times 1st class (O. R. B. & C. means "Owner's Risk of Breakage and Chafing"); when knocked down flat, in bundles, O. R. B. & C., bamboo screen frames are classified as D-1 class.

#### § 80. Fruit, Fresh.

Here we will take the movement of a shipment from Medicine Hat, Alberta, to Moose Jaw, Saskatchewan. The movement is governed by the Canadian Classification, which provides as follows: Fruits, N. O. S., in baskets without covers, O. R. Det. and pilferage, prepaid, 1½ times 1st class in L. C. L. quantities, and 3rd class in carload quantities; in baskets with covers, O. R. Det., prepaid, 1st class, L. C. L., and 3rd class in carload; in boxes or barrels, O. R. Det., prepaid, 1st class in L. C. L., and 3rd class in carload. You will note that in this instance shipments must be prepaid.

**§ 81. Fruit, Other Than Dried, Evaporated, or Fresh.**

For a shipment moving from Winnipeg, Man., to Montreal, P. Q., through rates are provided governed by the Canadian Classification.

**§ 82. Fruits—Dried or Evaporated Other Than Candied, Crystallized, Glaced, or Stuffed.**

In making a shipment of dried Apricots from Calgary, Alberta, to Toronto, Ont., through rates are published, governed by the Canadian Classification, which classifies this commodity, when shipped in carloads, 4th class, and in less than carloads, 2nd class.

**§ 83. Furniture, Household, Etc.**

On a shipment from Battleford, Sask., to Cleveland, O., there are no through rates. Combination rate is made on Minnesota Transfer or Duluth. The Canadian Classification governs up to Minnesota Transfer or Duluth, and the Official Classification from Minnesota Transfer or Duluth to Cleveland. For example, we will take a shipment of household goods. In the Canadian Classification household goods, furniture and settlers' effects (all second hand) are subject to notes, as follows: When the company's form of release is signed by the shipper, limiting the value to \$5 for any one piece or package in case of loss or damage, the shipment to be prepaid, it is rated as 1st class in L. C. L. quantities and 6th class in carload quantities, with a minimum of 20,000 lb. When the company's form of release is not signed by the shipper, limiting the value to \$5 for any piece or package in case of loss or damage, prepaid with a minimum of 20,000 lb., such shipments are classified 4th class and in L. C. L. quantities  $1\frac{1}{2}$  times 1st class. Loaded in moving vans requiring platform car for carriage, when the company's form of release is signed by

the shipper, limiting the value to \$5 for any one piece or package in case of loss or damage, full gross weight to be charged, shipments to be prepaid, minimum 20,000 lb., 6th class. Loaded in moving vans requiring platform car for carriage, where the company's form of release is not signed by the shipper, limiting the value to \$5 for any one piece or package in case of loss or damage, full gross weight to be charged, prepaid, minimum 20,000 lb., 4th class.

Shipments including livestock not to exceed 10 head per car, when the company's form of release is signed by the shipper, limiting the value of goods to \$5 for any one piece or package in case of loss and damage and when the valuation of livestock is expressed by the consignor not exceeding the following:

"Horses or mules, \$100 each; cattle, \$50 each; any other domestic animal, \$10 each, in case of loss or damage and so receipted for, prepaid, carload minimum 20,000 lb., 6th class. When the company's form of release is not signed by the shipper limiting the value of the goods and effects to \$5 for any one piece or package in case of loss or damage, and when valuation of the livestock is not expressed or when expressed exceeding \$100 each for horses or mules, \$50 each for cattle, and \$10 each for any other domestic animal in case of loss or damage, prepaid, carload minimum weight 20,000 lb., 4th class.

"Note 1. Valuable paintings, statuary or sculpture, silverware or bric-a-brac will not be accepted by carrier for transportation at the ratings provided for household goods. Such articles of property are subject to the classification specifically provided therefor. Watches, jewelry, gold or silver coin, drafts, bank bills, notes, deeds or valuable papers of any kind, not taken.

"Note 2. L. C. L. shipments will not be accepted by the carriers as a lot, but in all cases every package or separate

article must be specified, except when a shipper desires a car for his exclusive use, in which case the carrier assumes no responsibility as to contents or condition of contents of car, and the carload rate will be charged.

"Note 3. Household goods and personal wearing apparel in trunks securely corded may be accepted with either carload or L. C. L. shipments. If trunks are not securely corded they may be accepted with carload shipments. Clothing, musical instruments and books must be boxed or in barrels and sewing machines boxed or crated, when shipped with household goods L. C. L., but such shipments in L. C. L. will be free from the limitations of the release.

"Note 4. Second-hand vehicles (not including self-propelling vehicles) and farm implements forwarded with household goods or settlers' effects in carloads, provided that the bulk of the shipment will be subject to household goods or settlers' effects ratings, when forwarded with L. C. L. shipments. The classification rating will apply, but the limitations of the release will not apply thereto."

In L. C. L. quantities the Canadian Classification makes clothing and personal effects, second-hand, 1st class, when shipped in trunks securely corded. This rating, however, will only apply when the following form of release is signed by the shipper:

"In consideration of the \_\_\_\_\_ Railway Company receiving the above mentioned trunk (or trunks) at \_\_\_\_\_ station for carriage to \_\_\_\_\_ and waiving further protection than is afforded by the cording thereof, which cording I hereby declare to be good and secure, I do hereby undertake that no claim in respect to injury to or loss of the said property, or any of it, will be made against the said company and its connections or any of them, exceeding the amount of \$10 for any trunk or con-

tents thereof, whether such loss or injury is occasioned by the negligence of the company, its servants, or agents or otherwise."

In the movement under the Official Classification of household goods and emigrant movables, including old or used furniture, P. P. (see note), the following rules apply:

"When the consignor does not declare the value, or represents it to be more than ten (10) dollars per one hundred (100) pounds (subject to Note 2), (C. L., minimum weight 12,000 lb.), 1st class (subject to Rule 27), 1½ L. C. L.

"When the consignor represents the value to be not more than ten (10) dollars per one hundred (100) pounds (subject to Notes 1 and 2) (C. L., minimum weight, 12,000 lb.) (subject to Rule 27), 2nd class, C. L., 1st class, L. C. L.

"When the consignor does not declare the value or represents it to be more than ten (10) dollars per one hundred (100) pounds (subject to Note 2), when loaded in moving vans, requiring flat or gondola car, minimum weight 12,000 lb. (subject to Rule 27), 1st class, C. L.

"When the consignor represents the value to be not more than ten (10) dollars per one hundred (100) pounds (subject to Notes 1 and 2), when loaded in moving vans, requiring flat or gondola car, minimum weight, 12,000 lb. (subject to Rule 27), 2nd class, C. L."

"Note 1. In order to be entitled to, and to obtain the lower rate, the shipper must declare the value of the property to be not exceeding \$10 per hundred pounds. When the value is so stated, claim will not be entertained by the carrier for a greater amount than said declared value, or than the actual value if less than said declared value. When the value is so declared, the following clause must be entered in full on the shipping order and bill of lading,

viz.: 'For the purpose of enabling the carrier to apply the proper published rate as explained in its classification and tariffs, I hereby declare that the value of the property herein described does not exceed \$10 per hundred pounds and that in case of loss or damage thereto, I will not assert claim against the carriers on a higher basis of value than \$10 for each hundred pounds or fraction thereof in weight of the property so lost or damaged.'

"Note 2. Section A. The above rating in carloads will include live stock, other than horses, mules or cattle, and will include not to exceed five head of horses, mules or cattle in each carload, but in no case will a charge for a mixed shipment of household goods and live stock be less than if the live stock was shipped separately. If the car contains more than five head of horses, mules or cattle, the excess over five head will be charged at the less than carload rates and estimated weights provided therefor except that aggregate charge upon the entire carload will not be greater than on basis of minimum carload weight (actual weight if greater) provided for horses, mules, or cattle, and at the highest rate provided for horses, mules, cattle, or household goods. When the car contains horses, mules or cattle, one man in charge will be carried free and in such cases agents will use the uniform live stock contract. No free return passage to be given. With other live animals man in charge must pay full fare. Additional man or men in charge must pay first class passenger fare. Shipments of household goods and emigrants' movables, including old or used furniture and live stock, in mixed carloads are not subject to Rule 10. Live poultry in coops or crates, forming part of and accompanying shipments of household goods and emigrant movables, will be charged for at classified rating for household goods. Paintings, silverware, etc., will not be accepted by carriers for transportation at



the classification for household goods and emigrant movables, such articles being properly subject to the classification specifically provided therefor. No freight will be accepted as a lot, but in all cases every package or separate article must be specified, except when a car is chartered, in which case it must be distinctly understood between the agent and the consignor that the company assumes no responsibility as to the contents or condition of contents of car and the carload rate shall be charged.

"Second hand vehicles when forwarded with household goods in carloads, provided the latter comprises the bulk of the shipment, will be subjected to the household goods rating; when forwarded with L. C. L. shipments, the vehicle rating will apply. Household effects and personal wearing apparel in trunks securely crated or boxed in wooden packages may be accepted with either carload or less than carload shipments. If trunks are not crated or boxed in wooden packages they may be accepted with carload but not with L. C. L. shipments. When offered with L. C. L. shipments, agents will refer consignor to express companies."

In this particular case, the shipment moving from point of origin to Minnesota Transfer, 10 head of live stock could be loaded in the car and would move at the carload rate for household goods. Under the Official Classification movement only five head of live stock is permitted. All in excess of five head of live stock would have to move at the less than carload rate and at the estimated weight provided for under the heading of live stock in the Official Classification, except that the aggregate charge for the entire carload could not be greater than on the basis of the minimum carload rate, actual weight if greater, provided for horses, mules, or cattle and at the highest rate provided for horses, mules, cattle, or household goods.

**§ 84. Furniture Parts and Stock or Stuff.**

For example under this head we will take a shipment moving from Winnipeg, Man., to New York City. The classification to be used in this instance depends entirely on the movement of the shipment. There are no through rates in effect and the combination rate is made on Fort William or Port Arthur. The Canadian Classification applies up to Fort William and Port Arthur, and the tariff of the Canadian Pacific Railway, naming proportional rates beyond, is governed by the Official Classification and the Western Classification, there being an arbitrary basis of rates to be added to the rates, governed by the Official Classification. This arbitrary is subject to the Western Classification. In this instance we will take a shipment of furniture stock in the white. Under the Canadian Classification shipment is classified as 3rd class in L. C. L. and 6th class in carload quantities. Under the Western Classification, furniture stock in the white knocked down in packages or loose, carload, minimum weight 30,000 lb., is classified Class A; and completely knocked down in barrels, boxes, bundles, or crates, 2nd class, less carloads. Under the Official Classification furniture stock and parts N. O. S., in the white, in bundles, crates or boxes, is classified as 3rd class and in carloads 5th class. This combination could also be made on Minnesota Transfer and Chicago. The Canadian Classification would govern up to Minnesota Transfer, the Western Classification would govern from Minnesota Transfer to Chicago and the Official Classification to the East, there being no through rates from Minnesota Transfer on this commodity to Trunk Line Territory; also the Minnesota Transfer-Buffalo combination might be used. In this event the Canadian Classification would govern up to Minnesota Transfer and

the Official Classification from Minnesota Transfer to Buffalo and the Official Classification beyond.

### § 85. Gates.

In this instance, we will take a shipment moving from Lethbridge, Alberta, to Greensboro, S. C. There are no through rates in effect, and a combination is made on Minnesota Transfer and the Ohio River. The Canadian Classification governs up to Minnesota Transfer, the Western Classification governs from Minnesota Transfer to the Ohio River, and the Southern Classification beyond. Take for example a shipment of water gates. Under the Canadian Classification, this commodity is classified in carloads as 5th class, and in L. C. L. 3rd class. The rate up to Minnesota Transfer is published in a joint tariff issue of the Great Northern, Northern Pacific and the Soo Line. From Minnesota Transfer to the Ohio River the rate is published by the Western Trunk Line Committee and the tariff is governed by the Western Classification. Under the Western Classification, water valves, N. O. I. B. N., copper, brass or bronze, in barrels, boxes or crates, in L. C. L., 2nd class, and in the packages named, in carloads, 4th class, minimum weight 30,000 lb. For the movement from the Ohio River to destination the rates are published by M. P. Washburn, in Washburn's Carolina tariff, and are subject to the Southern Classification. This commodity is specified in the Southern Classification under the heading of valves. The following provision is made: Valves, bodies made of brass or bronze, in barrels or boxes, 2nd class; iron, with or without brass lining, weighing each 50 lb. or over, loose or on skids, L. C. L., 3rd class; iron, with or without brass lining, in boxes or crates L. C. L., 3rd class; iron, with or without brass lining, carload, 5th class;

N. O. S. in barrels, boxes, or crates, 2nd class, any quantity.

### § 86. Generators.

In this instance we will use for example a shipment of gas generators moving from Calgary, Alberta, to Chattanooga, Tenn. This combination is made on Minnesota Transfer and the Ohio River. There are no through rates in effect. The movement up to Minnesota Transfer is governed by the Canadian Classification and the movement from Minnesota Transfer to the Ohio River by the Western Classification. The movement from the Ohio River to Chattanooga is governed by the Southern Classification. This commodity is classified in the Canadian Classification as D-1 class, L. C. L., and 3rd class in carloads. Under the Western Classification gas generating machines and gas machine regulators, iron, in packages loose or on skids, L. C. L., are classified as 1st class; in packages loose, or on skids, straight or mixed carload, minimum weight 24,000 lb., subject to Rule 6-B, Class A. In this movement it will be necessary to refer to the Western Classification under Rule 6-B, to determine proper minimum on carload shipments. Under the heading of generators in the Southern Classification, gas and gas machines, N. O. S., detachable parts, knocked down and in boxes or crates or wired together, are classified 2nd class, L. C. L., and in carloads, minimum weight 20,000 lb., 6th class. The tariff naming the rate from Minnesota Transfer to the Ohio River is published by the Western Trunk Line Committee, and the tariff naming the rate from the Ohio River to Chattanooga is M. P. Washburn's Southeastern Tariff.

**§ 87. German Silver.**

In this case we will take a shipment moving from Battleford, Saskatchewan, to New Orleans, La. In this movement there are no through rates, and a combination rate is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Southern Classification beyond. German silverware is selected as the commodity. Under the Canadian Classification this commodity is not classified and consequently would be rated by analogy. Being similar to plated ware the plated ware rate would be used. Plated ware, N. O. S., boxed, is classified 1st class in the Canadian Classification. Under the Southern Classification, German silverware is classified as 1st class. The rate from Minnesota Transfer to New Orleans is published by the Western Trunk Line Committee.

**§ 88. Glass.**

Under the heading of glass in the classifications several articles are specified. For illustration we will take a shipment of plate glass, and a movement from Winnipeg, Man., to Fort Worth, Tex. A combination rate is made on Minnesota Transfer; the Canadian Classification governs up to Minnesota Transfer, and the Western Classification beyond. Under the Canadian Classification, plate glass is classified as follows:

"In box cars, united outside measurement over 120 inches, boxed, owner's risk of breakage, in L. C. L. quantities D-1 class and in carload quantities 3rd class. United outside measurement not over 120 inches, boxed, owner's risk of breakage, L. C. L. 1st class, and carload 3rd class. On flat or gondola cars (rules 3 and 6 not to apply)—One case, minimum weight 12,000 lb., owner's risk of breakage, 3rd class. Two or more cases, minimum weight 20,-

000 lb., owner's risk of breakage, 3rd class. These are both L. C. L. ratings, no carload rating being provided when loaded on flat or gondola cars.

"Note 1. United outside measurement means the length and breadth (two greatest dimensions of package) added together.

"Note 2. Plate glass requiring a flat or gondola car must be loaded by the shipper and unloaded by the consignee and at their expense.

"Note 3. Plate glass which cannot be loaded in box cars on full flat edge or end without leaning by reason of the package being too high or too wide, must be loaded on flat or gondola cars by the shipper and unloaded by the consignee at destination, and at their expense."

"Rules 3 and 6 not to apply" refers to Rules 3 and 6 in the Canadian Classification and means these rules cannot be used in connection with shipment of plate glass.

Under the Western Classification plate glass, N. O. I. B. N., and crystal sheet glass, in boxes not exceeding 120 united inches in length and width added, in L. C. L. quantities, are subject to 1st class rating; in boxes not exceeding 120 united inches length and width added, carload, minimum weight 30,000 lb., 4th class; in boxes exceeding 120 united inches, length and width added, but not exceeding  $7\frac{1}{2}$  feet in width or more than 15 feet in length, in L. C. L. quantities, 1st class; in boxes exceeding  $7\frac{1}{2}$  feet in width or more and 15 feet in length in L. C. L. quantities, they are rated D-1 class; in boxes exceeding 120 united inches, length and width added, straight or mixed carload, with boxes not exceeding 120 united inches, minimum weight 30,000 lb., 3rd class. The L. C. L. rating given would apply on a shipment in L. C. L. quantities. If the shipment were to move in carloads, there is a commodity rate from Minnesota Transfer to Dallas, Tex., and this com-

modity rate would be the legal rate. It is published by the Southwestern Lines.

### **§ 89. Glassware.**

We will use for illustration a shipment of cut glass from Edmonton, Alberta, to Lake Charles, La. There are no through rates in effect and the combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is governed by the Canadian Classification, while the rate from Minnesota Transfer to destination is governed by the Western Classification. Under the Canadian Classification glassware, cut, in packages, owner's risk of breakage, is classified as D-1 class in any quantity. Under the Western Classification, cut glass ware is rated at double first class. The rate from Minnesota Transfer to destination is published by the Southwestern Lines.

### **§ 90. Government Freight and Supplies.**

Shipments of government freight usually move at reduced rates on account of being subject to land grant and other deductions.

### **§ 91. Grading and Road-Making Implements.**

We will take for example a movement of a shipment from Vancouver, B. C., to Little Rock, Ark. In this instance we have a through rate governed by the Western Classification and published by the Transcontinental Freight Bureau. For carload movement under the Western Classification, these articles are classified as Class A, with a minimum of 24,000 lb. subject to Rule 6-B.

### **§ 92. Grain and Grain Screenings.**

These commodities usually move in carloads from producing and milling points, on commodity rates.

**§ 93. Grease.**

We will take for illustration in this case, a shipment of grease N. O. S. moving from Winnipeg, Man., to El Reno, Okla. There are no through rates in effect and a combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is governed by the Canadian Classification and the rate from Minnesota Transfer to destination is governed by the Western Classification. Under the Canadian Classification, grease, N. O. S., in cans or buckets, is classified as 3rd class and in carloads, 5th class; in boxes, 4th class; in carloads in boxes, 5th class; in barrels with or without heads, 4th class; and in carloads, 5th class. If the shipment were to move L. C. L. from Minnesota Transfer to El Reno it would be subject to the Western Classification rating and in carload quantities there is a commodity rate published by the Southwestern Lines which would have to be used.

**§ 94. Guards.**

For purpose of illustration we will take a shipment of guards, street car, N. O. S., and use a movement from Winnipeg, Man., to Kansas City, Mo. There being no through rates in effect, the combination rate is made on Minnesota Transfer and the rate up to Minnesota Transfer is governed by the Canadian Classification. The Canadian Classification classifies guards, street car, N. O. S., as 1st class in L. C. L. quantities and 4th class in carload quantities. Under the Western Classification, guards or fenders, street car, are rated, flat or K. D. in packages or loose L. C. L. 3rd class; other than flat or knocked down flat in packages or loose L. C. L., 2nd class; in packages or loose, carload, minimum weight 30,000 lb., Class A. The rates from Minnesota Transfer to the Missouri River are published by the Western Trunk Line.



**§ 95. Guns.**

We will use for example in this case a shipment of guns, N. O. S., boxed, moving from Winnipeg, Man., to Denver, Colo. In this movement there are no through rates in effect and a combination rate is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Western Classification beyond. The rates up to Minnesota Transfer are published by the individual carriers, and the rates from Minnesota Transfer to destination are published by the Trans-Missouri Freight Bureau. Guns are classified in the Canadian Classification, N. O. S., in boxes, as 1st class, any quantity.

Under the Western Classification, guns are classified under the heading of fire arms, new or old, and parts thereof in barrels or wooden boxes, and rated at first class.

**§ 96. Hair.**

We will use for illustration a movement of a shipment of hair, N. O. S., from Emerson, Man., to Salt Lake City, Utah. There are no through rates from point of origin to destination. The combination rate is made on Minnesota Transfer. The Canadian Classification governs up to that point and the Western Classification governs from Minnesota Transfer to destination, the rates being published by the Trans-Missouri Freight Bureau. Hair, N. O. S. in sacks, is classified in the Canadian Classification 1st class in L. C. L. and 4th class in carload quantities. Under the Western Classification, hair, N. O. S., is classified in bags L. C. L., D-1; in barrels or boxes, 1½ times 1st class; in bales not machine pressed, 1½ times 1st; and in machine pressed bales, 1st class, no carload rating being provided for.

**§ 97. Handles.**

In this instance, for the purpose of illustration, we will use a shipment of handles, wire, N. O. S., moving from Portage LaPrairie, Man., to Goldfield, Nev. The shipment being made in boxes or barrels the Canadian Classification provides a rating 3rd class, any quantity. From Minnesota Transfer to destination there is a through rate published by the Transcontinental Freight Bureau and governed by the Western Classification.

**§ 98. Hats and Caps.**

Under this head we will use a shipment of hats and caps, boxed moving from Winnipeg, Man., to Los Angeles, Cal. There are no through rates in effect and a combination rate is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Western Classification beyond. The through rate from Minnesota Transfer to destination is published by the Transcontinental Freight Bureau. Hats and caps in boxes are classified as 1st class, any quantity, under the Canadian Classification. In the movement from Minnesota Transfer to destination, there is a commodity rate published, which would have to be applied, as the use of the classification would overcharge the shipment.

**§ 99. Heaters.**

In this instance, we will take a shipment of air tight heaters, sheet iron N. O. I. B. N., moving from Vancouver, B. C., to Seattle, Wash. Tariff naming rate is subject to the Western Classification. This commodity is classified under the Western Classification, in boxes or crates, L. C. L., 1st class. In carloads the commodity is classified as 3rd class with a minimum of 12,000 lb. subject to rule 6-B.

The through rate in this instance is published by the Northern Pacific Railway Company.

### § 100. Hides, Furs, Pelts, and Skins.

For example we will take a shipment of skins, consisting of badger, beaver, etc., moving from Dauphin, Man., to Kit Karson, Colo. There are no through rates, and a combination is made on Minnesota Transfer. The rate up to Minnesota Transfer is governed by the Canadian Classification and the rate from Minnesota Transfer to destination by the Western Classification. Under the Canadian Classification, this commodity is classified in bales or cases, D-1 class. The rate from Minnesota Transfer to destination is published by the Western Trunk Line Committee, and furs coming under this heading in the Western Classification are also classified as D 1st class, when in boxes, no carload rating being provided in either classification.

### § 101. Hobby or Rocking Horses.

For purpose of illustration, we will take a shipment moving from Saskatoon, Sask., to Caldwell, Kans. There are no through rates in effect between the points in question and a combination is made on Minnesota Transfer. The rate up to Minnesota Transfer is governed by the Canadian Classification, and the rate from Minnesota Transfer to destination is governed by the Western Classification, and published by the Western Trunk Line Committee. Under the Canadian Classification, hobby horses, "shoo-fly" rockers, are classified when set up, wrapped and crated, as D-1st class; knocked down, racked or crated, O. R., or boxed, D-1st class; N. O. S., set up, wrapped or crated, three times 1st class; set up and boxed, D-1st class; knocked down in bundles, owner's risk of damage, 1½

times 1st class; knocked down, racked or crated, owner's risk of damage, or boxed, 1st class; all kinds, owner's risk of damage, carload minimum weight, 16,000 lb., 4th class. Under the Western Classification, hobby horses, rocking, set up in boxes or crates, L. C. L., are D-1st class; legs and rockers detached, in boxes or crates, 1st class; in packages named, carload minimum weight 20,000 lb., subject to Rule 6-B, 2nd class; swinging hobby horses, set up in boxes or crates, in L. C. L., D-1st class; stands detached in boxes or crates, L. C. L., 1st class; and in packages named, carload minimum weight 10,000 lb., subject to Rule 6-B, 2nd class. The Western Classification provides a classification under vehicles, children's, and parts, which includes hobby horses, in packages, as provided for L. C. L. shipments, carload minimum weight 12,000 lb., subject to Rule 6-B, 3rd class.

### § 102. Holders.

In this instance, we will take a shipment of holders or binders, loose leaf, moving from Portage La Prairie, Man., to Lincoln, Neb. There are no through rates in effect. The combination is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Western Classification beyond. Under the Canadian Classification, when knocked down, flat in boxes, these articles are rated 2nd class; N. O. S. in boxes, 1st class, any quantity. Under the Western Classification, this commodity is classified under the head of "Book or Loose Leaf Binders or Covers" and rated in boxes L. C. L. 1st class; in carload, minimum weight 30,000 lb., 3rd class.

### § 103. Horns.

For illustration we will take a shipment of ornamental horns moving from Winnipeg, Man., to Superior, Wyo.

There are no through rates in effect and the combination rate is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Western Classification beyond. The rate from Minnesota Transfer to destination is published by the Union Pacific Railway. Under the Canadian Classification, horns, animal, set up, owner's risk of damage, are rated double first class; N. O. S. in carloads, 5th class. Under the Western Classification, animal horns, ornamental, set up, mounted or not mounted, in boxes or crates, are classified as first class; not set up, in boxes or crates, or in bundles wrapped with burlap or canvas, 1st class in any quantity, there being no carload rating.

#### § 104. Horses (Live Stock).

Horses in carload lots are classified in the various classifications under the heading of livestock and usually move on commodity rates when shipped in carloads. In this instance we will take a shipment of two horses, originating at Calgary, Alberta, and destined to St. Louis, Mo. There are no through rates in effect and combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is governed by the Canadian Classification, while the rate from Minnesota Transfer to destination is published by the Western Trunk Line Committee, and governed by the Western Classification. Under the Canadian Classification, one horse is charged for on the basis of a minimum of 2,000 lb. at the first class rate, while two animals shipped together are charged on a basis of 3,500 lb. at the 1st class rate. In order to receive rating on this basis it is necessary for the shipper or his agent to declare the value of each animal not to exceed \$100 each. If the value of each animal exceeds \$100 each and not over \$400, the charge for one animal would be 4,000 lb. at the 1st class

rate, and for two or more animals in the same car, the charge would be on the basis of 3,000 lb. each at the 1st class rate. If the value of each animal were \$3,000 and not over \$3,500, the charge for one single animal would be 16,000 lb. at the 1st class rate and for two or more animals loaded together, 12,000 lb. for each animal, the charges increasing with the increased valuation of the animal. In the movement under the Western Classification, providing that a release were executed, releasing the value of each animal to \$100, the charge for the two animals would be on the basis of 3,500 lb. at the 1st class rate. The Western Classification carries the following rules: "Where the declared valuation exceeds the above, which would mean \$100, an addition of 10% will be made to the rate per hundred pounds or car for each 100% or fraction thereof of additional declared valuation per head. Animals exceeding \$800 per head or when no value is given, subject to regulation and rates in tariffs of the individual carriers, the rating of 1st class being based on the value declared by the shipper but not exceeding \$100 for each animal under contract."

#### § 105. Household Goods and Emigrants' Movables, Including Old or Used Furniture.

For example we will take a shipment of household goods, L. C. L., moving from Selkirk, Man., to Dubuque, Ia. As there is no through rate in effect, the combination rate is made on Minnesota Transfer. The Canadian Classification governs up to Minnesota Transfer and the Western Classification beyond. The rate from Minnesota Transfer to Dubuque is published by the Western Trunk Line Committee. The Canadian Classification classifies household goods, when the company's release is signed by the shipper limiting the value to \$5 for any one

piece or package in case of loss or damage, shipment to be prepaid, L. C. L., 1st class. When the company's release is not signed the shipment is classified  $1\frac{1}{2}$  times 1st class in L. C. L. quantities.

Under the Western Classification household goods consisting of second-hand articles of household furniture and personal effects only, not for sale or speculation, the shipment to be prepaid, the value of each article of which is declared by the shipper not to exceed \$10 per hundred or the proportionate amount thereof, if weight is less than 100 pounds and so stated in the bill of lading, the shipment in L. C. L. quantities rates as 1st class. When the value is declared by the shipper to exceed \$10 per hundred pounds, the value not stated, in L. C. L. quantities, the shipment is ratable at  $1\frac{1}{2}$  times 1st class.

#### § 106. Hulls.

In this instance we will use a shipment of oat hulls moving from Edmonton, Alberta, to Chicago, Ill. There are no through rates in effect and a combination rate is made on Minnesota Transfer. Under the Canadian Classification, hulls N. O. S., in bags prepaid, are ratable at 1st class, and in boxes, barrels, or bales, prepaid, 2nd class, carload minimum weight 20,000 lb., 10th class. This rating in the Canadian Classification applies on hulls, N. O. S., in the classification, and would apply on oat hulls, where no specific commodity rate is published and where oat hulls are not specifically classified. From Minnesota Transfer to Chicago there is a specific commodity rate published on carload shipments, L. C. L. The Western Classification provides for oat hulls in bags or barrels, 4th class.





## CHAPTER V.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM WESTERN TRUNK LINE TERRITORY.

- § 107. Ink.
- § 108. Insecticides and Fungicides, Agricultural.
- § 109. Iron and Steel, and Articles Manufactured of Same.
- § 110. Iron Salts.
- § 111. Ladders, Scaffolds, and Trestles.
- § 112. Lamps.
- § 113. Lead.
- § 114. Lead Salts.
- § 115. Leather.
- § 116. Leaves.
- § 117. Liquids or Fluids.
- § 118. Liquors, Alcoholic.



## CHAPTER V.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM WESTERN TRUNK LINE TERRITORY.

#### § 107. Ink.

For example we will take a shipment of writing ink moving from Minneapolis, Minn., to Cleveland, Ohio. The tariff naming through rate is governed by the Official Classification and published by the Western Trunk Line Committee. In the Official Classification, writing ink, in glass or earthenware, packed in barrels or boxes, is classified 1st class; in less than carload quantities and in glass or earthenware, packed in barrels or boxes, carload minimum weight 24,000 lb., 3rd class; in metal cans in barrels or boxes, L. C. L., 2nd class; and in bulk in barrels, L. C. L., 3rd class; in metal cans in barrels or boxes or in bulk in barrels, carload minimum weight, 30,000 lb., 4th class.

#### § 108. Insecticides and Fungicides.

For example, a shipment of Insecticides and Fungicides, not otherwise indexed by name, moving from Kansas City, Mo., to Toronto, Ont. There are no through rates; a combination rate is made on the Mississippi River; the Western Classification governing up to the Mississippi River and the Official Classification beyond. The rate from Kansas City to the east bank of the Mississippi River is published by the Western Trunk Line Committee and the rate from the East Bank of the Mississippi river to Toronto is published by the St. Louis Eastbound Com-

mittee. Under the Western Classification when the shipment is made in glass or earthenware, packed in barrels or boxes, it is classified 1st class; in metal cans, completely jacketed, L. C. L., 3rd class; in metal cans in barrels or boxes, L. C. L., 3rd class; in bulk in barrels, L. C. L., 3rd class; in metal cans completely jacketed, in metal cans in barrels or boxes, or in bulk, in barrels straight or mixed, carload minimum weight 30,000 lb., 5th class. Under the Official Classification the shipment made in liquid form in glass or earthenware, packed in barrels or boxes, L. C. L., is classified 1st class. In metal cans completely jacketed, 1st class; in metal cans in barrels or boxes, 3rd class; in bulk or in barrels, 3rd class; in metal cans completely jacketed, in metal cans in barrels or boxes, or in bulk in barrels, straight or mixed, carload minimum weight 30,000 lb., 5th class.

#### **§ 109. Iron and Steel and Articles of Iron and Steel Manufacture.**

In this instance we will use a shipment of angle iron moving from Atchison, Kansas, to New York City. There are no through rates in effect and combination rate is made on the Mississippi River, the Western Classification governing up to the Mississippi River and the Official Classification beyond. From Atchison to the Mississippi River there is a specific commodity rate on shipments moving in carload with a minimum of 36,000 lb., which would take precedence over the classification. In less than carload quantities, angle iron is classified under the Western Classification, 4th class. On this shipment destined to New York in carload lots, there is a specific commodity rate applying from the East Bank of the Mississippi River to New York, which is the legal rate to apply. Under the Official Classification, angle iron is classified 4th class

in less than carloads, and 5th class, minimum 36,000 lb., in carload quantities.

### § 110. Iron Salts.

A shipment moving from St. Paul, Minn., to Sanford, N. C.: There are no through rates in effect and the combination rate is made on the Ohio River. The rate from St. Paul to the Ohio River is published by the Western Trunk Line Committee and governed by the Western Classification. The rate from the Ohio River to Sanford, N. C., is published in Washburn's Carolina Tariff. Under the Western Classification, iron salts in carboys are classified double first class; in carboys, carload, minimum weight 24,000 lb., subject to Rule 6-B, 3rd class; in barrels, L. C. L., 3rd class; and in barrels, carload, minimum weight 36,000 lb., 5th class. In the Southern Classification iron salts are classified when shipped in carboys, L. C. L., 1st class; in carboys carload, minimum weight 24,000 lb., 4th class; in barrels, L. C. L., 3rd class; and carload, 5th class, minimum weight 36,000 lb.

### § 111. Ladders, Scaffolds and Trestles.

For example, a shipment of ladders, wooden, not otherwise indexed by name, moving from Minneapolis, Minn., to Tampa, Fla.: There are no through rates in effect. Combination rate is made on the Ohio River and Jacksonville. The Western Classification governs to the Ohio River, the Southern Classification from the Ohio River to Jacksonville, and the Southern Classification, subject to the Florida exceptions, from Jacksonville to Tampa. Under the Western Classification, ladders, wooden, not otherwise indexed by name, when shipped in packages or loose, L. C. L., are classified first class; in packages or loose, carload, minimum weight 12,000 lb.,

subject to Rule 6-B, 3rd class. In this instance it is necessary to refer to Rule 6-B in the Western Classification in order to determine the proper minimum weight to apply on carload shipments. In the Southern Classification ladders, wooden, not otherwise indexed by name, are classified in packages or loose, L. C. L., 1st class; in packages or loose, carload, minimum 12,000 lb., 4th class. In making shipment in carloads, it would be necessary to refer to Rule 24 of the Southern Classification in order to determine the proper minimum weight to apply on shipment made in car over 35 feet 6 inches in length. Under the classification the shipment made in a 40 foot car would be subject to a minimum of 15,000 lb., or an increase of 25 per cent, and if the shipment were made in a car over 50 feet 6 inches in length, the minimum to apply would be 30,000 lb., or an increase of 150 per cent. The rate from Minneapolis to the Ohio River is published by the Western Trunk Line Committee; from the Ohio River to Jacksonville by M. P. Washburn in Washburn's Southeastern Tariff, and from Jacksonville to Tampa, in Hinton's Florida Basis Book.

### **§ 112. Lamps.**

For example, a shipment of lamps, not otherwise specified in the classification, moving from St. Paul, Minn., to Mobile, Ala.: The through rate is published by the Western Trunk Line Committee and the tariff is governed by the Southern Classification. Under Southern Classification, lamps not otherwise specified, packed less than carload, are classified first class, and in carloads, minimum weight 20,000 lb., 3rd class.

### **§ 113. Lead.**

A shipment of lead dross moving from Newberry, Mich., to Chicago, Ill.: The tariff naming the rate is published

by the Chicago & Northwestern R. R. and the Chicago, Milwaukee & St. Paul R. R., and this particular traffic is governed by the Official or the Western Classification, whichever makes the lower basis. Under the Western Classification, lead dross, shipped in bags, barrels or boxes in less than carload quantities, is classified 4th class; in barrels with cloth tops, L. C. L., 2nd class; and in packages in carload quantities, minimum weight 36,000 lb., Class C. Under the Official Classification, this commodity is classified, when shipped in packages less than carloads, 4th class, and carload, minimum weight 40,000 lb., 6th class. In this instance, the use of the Western Classification would create an overcharge.

#### § 114. Lead Salts.

On a shipment moving from Chicago, Ill., to Portage, Wis., the tariff naming the rate is governed by the Western Classification. Under the Western Classification lead salts, or sugar of lead, when shipped in glass or earthenware, packed in barrels or boxes, is classified 2nd class; in fibre or metal cans, or cartons, in barrels or boxes, 4th class; in bulk in barrels or boxes, L. C. L., 4th class; and in bulk, in barrels or boxes, carload minimum 36,000 lb., 5th class.

#### § 115. Leather.

We will take an L. C. L. shipment moving from Chicago, Ill., to Oelwein, Iowa. The tariff naming the rate is governed by the Western Classification. Leather, not otherwise indexed by name in the Western Classification, is classified, when shipped in bundles or rolls, 1st class; in barrels or boxes, 2nd class, in less than carload quantities.

**§ 116. Leaves.**

A shipment moving from Chicago, Ill., to St. Paul, Minn.: The rate is published by the Western Trunk Line Committee and the tariff is governed by the Western Classification. We will use as example, a shipment of dry leaves or herbs. Under the Western Classification this commodity is classified, when ground or powdered, shipped in bags, 1st class; in barrels or boxes, 1st class; not ground or powdered, in fibre or metal cans or cartons, in barrels or boxes, 1st class; in bulk, in barrels or boxes, 1st class; in machine pressed forms, in boxes, 2nd class; in bags or bales, not machine pressed, L. C. L., 1st class; in machine pressed bales, L. C. L., 2nd class; in bags or bales, straight or mixed, carload, minimum weight 24,000 lb., subject to Rule 6-B, 3rd class.

**§ 117. Liquids or Fluids.**

A shipment moving from Chicago, Ill., to St. Joseph, Mo.: The through rate is published by the Western Trunk Line Committee and the tariff is governed by the Western Classification. We will use for illustration a shipment of liquors or liquids, not otherwise indexed by name, non-alcoholic. Under the Western Classification, when shipped in glass or earthenware, packed in barrels or boxes, or in metal cans, in barrels or boxes, or jacketed cans, this commodity is classified 1st class; in barrels, L. C. L., 2nd class; and in barrels, carload, minimum weight 20,000 lb., 3rd class. Under the heading of this item, reference is made as follows: (see note). The note provides that liquors and liquids, not otherwise indexed by name, non-alcoholic, in glass or earthenware or in metal cans, **not packed not taken.**



**§ 118. Liquors, Alcoholic.**

For example, a shipment of whiskey moving from Peoria, Ill., to Atchison, Kan., in carload lot: There is a commodity rate published by the Western Trunk Line Committee, which is the legal rate to apply as this rate takes precedence over the classification or exceptions to classification. In less than carloads whiskey is classified when shipped in glass or earthenware, packed in barrels or boxes, 1st class; in bulk in barrels, 2nd class.



## CHAPTER VI.

### CLASSIFICATION OF PROPERTY FROM UTAH COMMON POINTS TO OTHER POINTS.

- § 119. Live Stock.
- § 120. Logs.
- § 121. Lumber.
- § 122. Machinery and Machines.
- § 123. Manure Other Than Guano.
- § 124. Marble, Granite, Jasper, Onyx, and Stone, N. O. S. (Artificial or Natural).
- § 125. Meal.
- § 126. Meats.
- § 127. Meters.
- § 128. Milk.
- § 129. Millinery Goods.
- § 130. Moldings, N. O. S.
- § 131. Mops and Mop Parts.
- § 132. Musical Instruments.
- § 133. Musical Instruments Parts and Stock or Stuff.
- § 134. Nails.
- § 135. Nursery and Florists' Stock, Other Than Cut Decorative Evergreens, Prepaid.
- § 136. Oils.
- § 137. Oil Foots or Sediment.
- § 138. Ore.
- § 139. Outfits.
- § 140. Packing.
- § 141. Paint.



## CHAPTER VI.

### CLASSIFICATION OF PROPERTY FROM UTAH COMMON POINTS TO OTHER POINTS.

#### § 119. Live Stock.

A carload of cattle moving from Salt Lake City, Utah, to Boston, Mass.: There are no through rates in effect—all rail—and a combination rate is made on the Mississippi River. There is a commodity rate published by the Trans-Missouri Freight Bureau, applying from point of origin to the east bank of the Mississippi River, and from the east bank of the Mississippi River to destination. There is a commodity rate published by the St. Louis East-bound Committee, so that the classification basis could not be used.

#### § 120. Logs.

This commodity usually moves from producing points on commodity rates and in carload quantities.

#### § 121. Lumber.

Lumber usually moves from producing points on commodity rates and in carload quantities.

#### § 122. Machinery and Machines.

For example, a shipment of machinery, not otherwise indexed by name, and moving from Ogden, Utah, to Rochester, N. Y.: There are no through rates in effect and the combination rate is made on the East bank of the Missis-

issippi River. The rate from Ogden, Utah, to the east bank of the Mississippi River is published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. From the east bank of the Mississippi River to Rochester, N. Y., the rate is published by Agent Cameron of the St. Louis Eastbound Committee and the tariff naming the rate is governed by the Official Classification. Under the Western Classification, machinery not otherwise indexed by name, when set up, loose or on skids, in less than carload quantities, is classified 1st class; set up in boxes or crates, less than carload, 1st class; knocked down, in bundles, boxes or crates, less than carload, 2nd class; and set up, or knocked down, in packages, loose or on skids, carload minimum weight 24,000 lb., subject to Rule 6-B and Note 3, Class A. Under the Official Classification, machines not otherwise indexed by name, set up, loose or on skids, less than carload, are classified 1st class; set up in boxes or crates, 2nd class; knocked down in boxes, bundles or crates, 2nd class; set up or knocked down, loose or on skids, minimum weight 24,000 lb., subject to Rule 27 and Note 3 in the Classification, 5th class.

### **§ 123. Manure, Other Than Guano.**

In this case we will use the movement of a shipment of manure, carload, N. O. I. B. N., from Salt Lake City, Utah, to Kansas City, Mo. The through rates are published by the Trans-Missouri Freight Bureau and governed by the Western Classification which classifies this commodity when shipped in bulk, bags or barrels, minimum weight 30,000 lb., Class E.

### **§ 124. Marble, Granite, Jasper, Onyx and Stone, N. O. S. (Artificial or Natural).**

A shipment moving from Salt Lake City to Montreal, P. Q.: There are no through rates in effect and a com-

bination rate is made on the Mississippi River. The Western Classification governs up to the Mississippi River and the Official Classification beyond. In the Western Classification marble, rough sawed or dressed in packages, loose in L. C. L. quantities, is classified as 4th class, and in the packages named, straight or mixed carloads, minimum weight 36,000 lb., Class B. The Official Classification gives marble blocks, slabs, or pieces polished, crated or boxed, Rule 26, and in carloads, 5th class. Rough sawed, hammered, chiseled or dressed, (not polished), 4th class in L. C. L., and 6th class in carload quantities.

#### § 125. Meal.

A carload shipment of corn meal moving from Ogden, Utah, to Minneapolis, Minn.: This movement is governed by the Western Classification and in carload quantities there is a through commodity rate published by the Trans-Missouri Freight Bureau which is the legal rate to apply.

#### § 126. Meats.

A shipment moving from Salt Lake City, Utah, to Birmingham, Ala.: There are no through rates in effect and the combination rate is made on Memphis, or the Ohio River crossings. In this example we will use a shipment of canned meats. Under the Western Classification, canned meats in metal cans, L. C. L., are rated as 4th class; in glass or earthenware, packed in barrels or boxes, L. C. L., 4th class; and in the packages named or in metal cans in crates, carload, minimum weight 36,000 lb., 5th class. Under the Southern Classification, beef canned, or in boxes, L. C. L., is classified as 3rd class, and in carloads, Class B.

**§ 127. Meters.**

A shipment moving from Ogden, Utah, to Selma, N. C.: There are no through rates and the combination rate is made on Memphis or Cairo. The Western Classification governs up to the rate breaking points named and the Southern Classification beyond. The rate up to the basing points named is published by the Trans-Missouri Freight Bureau and from the breaking points named in Washburn's Carolina tariff. We will use for example a shipment of electric meters. This commodity under the Western Classification, shipped in barrels or boxes, L. C. L., is classified 1st class; in the packages named, in carload lots, minimum weight 30,000 lb., Class A. The Southern Classification classifies meters, electric, in barrels, boxes, as 1st class, L. C. L., and in carload lots, minimum weight 24,000, 6th class.

**§ 128. Milk.**

A shipment of malted milk moving from Salt Lake City, Utah, to Memphis, Tenn.: The through rate is published by the Trans-Missouri Freight Bureau and governed by the Western Classification. Milk, malted, in glass or earthenware, packed in barrels or boxes, L. C. L., is classified 1st class; in metal cans, in cartons in crates, L. C. L., 1st class; in fibre or metal cans in barrels or boxes, L. C. L., 1st class; in bulk, barrels, L. C. L., 1st class; in packages named, in carloads, minimum weight 30,000 lb., 4th class.

**§ 129. Millinery Goods.**

On a shipment moving from Salt Lake City, Utah, to Shreveport, La., through rates are published by the Trans-Missouri Freight Bureau and governed by the Western Classification. Under the Western Classification millinery



goods, N. O. I. B. N., are classified in boxes, 1st class, in any quantity.

### § 130. Moldings.

On a shipment moving from Ogden, Utah, to Newport, Ark., through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. In the Western Classification, moldings mirror, or picture frame, wooden, without composition covering, are classified, finished in bundles in L. C. L., 1st class; in boxes or crates, in L. C. L., 1st class; in packages named in straight or mixed carloads, minimum weight 30,000 lb., 4th class; in the white in bundles, L. C. L., 1st class; in boxes or crates, L. C. L., 1st class; and in packages named, straight or mixed carloads, minimum weight 30,000 lb., 4th class.

### § 131. Mops and Mop Parts.

A shipment of mops moving from Salt Lake City to Monroe, Okla.: There are through rates published by the Trans-Missouri Freight Bureau and governed by the Western Classification. Mops in bundles are classified L. C. L., 2nd class, and in barrels, boxes or crates, L. C. L., 2nd class; in packages named, carloads, minimum weight 20,000 lb., subject to Rule 6-B, 3rd class.

### § 132. Musical Instruments.

A shipment moving from Salt Lake City, Utah, to Dallas, Tex.: Through rates are published jointly by the Trans-Missouri Freight Bureau and Southwestern Lines, and governed by the Western Classification. Musical instruments, N. O. I. B. N., in boxes are classified, 1st class, any quantity.

**§ 133. Musical Instruments, Parts and Stock or Stuff.**

A shipment moving from Salt Lake City, Utah, to Reno, Nev.: The rate in this instance is published by the Pacific Freight Bureau and the tariff is governed by the Western Classification. For example, we will take a shipment of piano actions in boxes, L. C. L. Under the Western Classification, this commodity is classified as 1st class, and in boxes, carload, minimum weight 10,000 lb., subject to Rule 6-B, 2nd class.

**§ 134. Nails.**

A shipment moving from Salt Lake City, Utah, to San Francisco, Cal.: A through rate in this instance is published by the Pacific Freight Bureau and the tariffs governed by the Western Classification.

**§ 135. Nursery and Florists' Stock, Other Than Cut Decorative Evergreens.**

A shipment moving from Salt Lake City to the City of Mexico: There are no through rates and a combination rate is made on the Rio Grande crossings. Up to the Rio Grande crossings the rate is published in a joint tariff issued by the Trans-Missouri Freight Bureau and the Southwestern Lines and the tariff is governed by the Western Classification. Beyond the Rio Grande crossings, the rate is published by the Mexican Lines and governed by the Mexican Classification.

**§ 136. Oils.**

For example we will take a shipment of linseed oil moving from Salt Lake City to Portland, Ore. The tariff naming the rate on this particular shipment is published by the Oregon-Washington R. R. & Navigation Co., and governed by the Western Classification. In the Western

Classification, linseed oil, L. C. L., is classified when in bulk in barrels, 3rd class, and in barrels, carloads, minimum weight 30,000 lb., 5th class. In tank cars, carload, weight per gallon 7.8 lb., subject to Rule 32, 5th class. Rule 32 makes provision for mileage allowance on tank cars; also prescribes a minimum weight to apply. It gives other rules regarding the handling of shipments in tank cars.

### § 137. Oil Foots or Sediment.

The movement of a shipment of cottonseed from Salt Lake City, Utah, to Spokane, Wash.: The tariff is published by the Oregon-Washington R. R. & Navigation Company and governed by the Western Classification. Under the Western Classification, this commodity in barrels in L. C. L. quantities is classified 3rd class, and in barrels, straight or mixed carloads, minimum weight 30,000 lb., 5th class; in tank cars, carload, minimum weight per gallon 7.8 lb., subject to Rule 32. It is necessary to refer to Rule 32 in the Western Classification, for rules governing minimums and other regulations covering the movement of shipment in tank cars.

### § 138. Ore.

A shipment moving from Salt Lake City to Silver Bow, or Butte, Mont.: The tariff naming the rate is governed by the Western Classification and published by the Oregon Short Line. We will use for example a shipment of ore and concentrates, carload, minimum weight 40,000 lb. Through commodity rate is made by an exception in the tariff which provides, that the actual value shall not exceed \$100 per net ton.

### § 139. Outfits.

On a carload shipment of contractors' outfit moving from Salt Lake City, Utah, to Fargo, N. D., a combina-

tion rate is made on the Missouri River or Minnesota Transfer and tariffs are governed by the Western Classification, which makes contractors' outfits, Class A, minimum 24,000 lb.

#### § 140. Packing.

A shipment of rubber packing moving from Salt Lake City to Winnipeg, Man.: There are no through rates in effect and the combination rate is made on Minnesota Transfer. The Trans-Missouri Freight Bureau publishes the rates from Salt Lake City to Minnesota Transfer, and the tariff is governed by the Western Classification. From Minnesota Transfer to Winnipeg the rates are published by the individual carriers and the tariff is governed by the Canadian Classification. Under the Western Classification in L. C. L. quantities, when shipped in barrels, boxes, bundles, or rolls, rubber packing is classified 1st class, any quantity. Under the Canadian Classification this commodity, when shipped in boxes or bales, is classified L. C. L., 2nd class; C. L., 4th class.

#### § 141. Paint.

On a shipment moving from Salt Lake City to Denver, Colo., through rates are published by the Colorado Utah Freight Bureau and tariff is governed by the Western Classification. We will use as illustration a carload of paint, earth, or mineral. In this instance there is a commodity rate, applying between the points in both directions, minimum weight 40,000 lb., which is the legal rate to apply.

## CHAPTER VII.

### CLASSIFICATION OF PROPERTY MOVING FROM THE COLORADO COMMON POINTS TO OTHER POINTS.

- § 142. Pans.
- § 143. Paper.
- § 144. Paper Articles.
- § 145. Partitions.
- § 146. Paste.
- § 147. Pins.
- § 148. Pipe.
- § 149. Plaster.
- § 150. Plumbing Materials, N. O. S.
- § 151. Poles.
- § 152. Polish.
- § 153. Posts.
- § 154. Potash (Potassium).
- § 155. Pots.
- § 156. Poultry.
- § 157. Powder.
- § 158. Preserves.
- § 159. Printed Matter, Paper or Paperboard.
- § 160. Pumps.
- § 161. Racks.
- § 162. Rails.
- § 163. Reels.
- § 164. Registers.
- § 165. Regulators.
- § 166. Residue.



## CHAPTER VII.

### CLASSIFICATION OF PROPERTY MOVING FROM THE COLORADO COMMON POINTS TO OTHER POINTS.

#### § 142. Pans.

We will use for example a shipment of bakers' pans moving from Pueblo, Colo., to Philadelphia, Pa. There are no through all-rail rates in effect and the combination rate is made on the Mississippi River. The Western Classification governs up to the Mississippi River and the tariff naming the rate is published by the Trans-Missouri Freight Bureau. From the east bank of the Mississippi River to Philadelphia, the rate is published by the St. Louis Eastbound Committee, and the tariff is governed by the Official Classification. Under the Western Classification, when shipped nested solid in bundles, L. C. L., this commodity is classified as 4th class; nested solid in bundles, carload, minimum weight 30,000 lb., 5th class. This commodity is not classified specifically in the Official Classification and we would have to use the ratings for pans N. O. S. Under the Official Classification they are rated, not nested, carload, minimum weight 24,000 lb., subject to Rule 27, 5th class; nested in bundles, 5th class; nested in boxes or barrels, 5th class; L. C. L., not nested, 2nd class; nested in bundles, 3rd class; nested in boxes or barrels, Rule 26.

#### § 143. Paper.

The movement of a shipment of photographic sensitized paper from Denver, Colo., to Pittsburgh, Pa.: There are no through rates in effect and the combination rate is made on the Mississippi River. The rate to the Mississippi River

is published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. From the Mississippi River in this connection the rates are published by the St. Louis Eastbound Committee; the tariff is governed by the Official Classification. Under the Western Classification, this commodity is 1st class any quantity, and is classified 1st class in the Official Classification, no carload rate being provided in either classification.

#### § 144. Paper Articles.

A shipment of paper drinking cups, moving from Colorado Springs, to Halifax, N. S.: There are no through rates and a combination rate is made on the Mississippi River. The rate up to the Mississippi River is published by the Trans-Missouri Freight Bureau. The tariff is governed by the Western Classification. From the Mississippi River to destination the rate is published by the St. Louis Eastbound Freight Committee and the tariff is governed by the Official Classification. Under the Western Classification drinking cups nested in boxes or crates in L. C. L., are classified 1st class; folded flat in boxes or crates, L. C. L., 2nd class; and in packages named, carload, minimum weight 24,000 lb., subject to Rule 6-B, 4th class. In the Official Classification, paper drinking cups, nested in boxes or crates, are classified 1st class; folded flat in boxes or crates, 1st class; and in carloads in the packages named, minimum weight 20,000 lb., subject to Rule 27, 3rd class.

#### § 145. Partitions.

In the movement of a shipment from Denver, Colo., to Minneapolis, Minn., through rates are published by the Trans-Missouri Freight Bureau. We will use for illus-



tration a shipment of counters, shelving and wooden partitions. Under the classification, when these articles are shipped unglazed or glazed with common glass, glazed surface protected by boards not less than  $\frac{3}{8}$  inch in thickness, including bar screens, bases containing drawers used as foundations for wall cases, and patent medicine or tincture shelving with wooden doors or doors glazed with common glass and packed in boxes separately for stores, offices and saloons, but not including plate glass or mirrors, when shipped set up exceeding 16 feet in length in packages or loose in L. C. L. quantities, they are classified under the Western Classification, D-I class; set up, not exceeding 16 feet in length, in packages or loose, L. C. L., 1st class; knocked down, counters in sections not over 25 feet long, in packages or loose, L. C. L., 1st class; set up or knocked down as specified for L. C. L. shipments, straight or mixed carloads and in mixed carloads with sash, doors and blinds, minimum weight 12,000 lb., subject to Rule 6-B, 3rd class; counters and wooden partitions, see Note. Counters taken apart in sections, tops and ends detached, packed flat, are ratable as counters knocked down flat. This provision will not include counter tops not over 25 feet long, which are ratable as counters set up; exceeding 16 feet in length, knocked down flat in crates, classified 3rd class, L. C. L.

#### § 146. Paste.

For example, a shipment of paste, N. O. I. B. N., moving from Colorado Springs, Colo., to Chicago, Ill.: Through rates are published by the Trans-Missouri Freight Bureau and the tariff naming the rate is governed by the Western Classification. Under the Western Classification, paste, adhesive, N. O. I. B. N., is classified, in glass or earthenware, packed in barrels or boxes,

L. C. L., 1st class; in metal tubes, in barrels or boxes, L. C. L., 2nd class; in metal cans or pails in barrels or boxes, L. C. L., 2nd class; in glass or earthenware packed in barrels or boxes, in metal tubes in barrels or boxes, or in metal cans or pails in barrels or boxes, carload, minimum weight 24,000 lb., 3rd class; in bulk in pails, L. C. L., 2nd class; in bulk in pails, carload, minimum weight 36,000 lb., 5th class.

#### § 147. Pins.

A shipment of bowling pins from Trinidad, Colo., to Duluth, Minn.: Through rates are published by the Trans-Missouri Freight Bureau and the tariff naming the rate is governed by the Western Classification. In the Western Classification this commodity in boxes or crates, L. C. L., is classified 2nd class; in packages named, carload minimum weight 24,000 lb., subject to Rule 6-B, Class A.

#### § 148. Pipe.

For example, a shipment of copper pipe, N. O. I. B. N., moving from Denver, Colo., to Winton, Minn.: There are no through rates between the points in question and the combination is made on Duluth. The rate from point of origin to Duluth is published by the Trans-Missouri Freight Bureau and the rate from Duluth to destination is published by the Duluth and Iron Range R. R. The tariffs are governed by the Western Classification, and the Western Classification classifies copper pipe, N. O. I. B. N., on reels, L. C. L., 1st class; in bundles, L. C. L., 1st class; and in crates, L. C. L., 2nd class. In barrels or boxes, L. C. L., 2nd class; and in packages named, straight or mixed carload, minimum weight 30,000 lb., 4th class.

**§ 149. Plaster.**

For example, a shipment of dental plaster moving from Denver, Colo., to Birmingham, Ala.: There are no through rates, and a combination rate is made on the Ohio River or Memphis. The rates up to Memphis or the Ohio River are published by the Trans-Missouri Freight Bureau and the tariffs are governed by the Western Classification. From the Ohio River or Memphis, to Birmingham, Ala., the rates are published in M. P. Washburn's Southeastern Tariff, governed by the Southern Classification. Under the Western Classification, this commodity when shipped in barrels or boxes, is classified as 2nd class, any quantity. It is not classified in the Southern Classification. We would have to use dental goods, N. O. I. B. N., and when shipped in boxes this commodity is classified as D-I class in the Southern Classification.

**§ 150. Plumbing Materials, N. O. S.**

On a shipment from Pueblo, Colo., to Selma, N. C., there are no through rates in effect and a combination rate is made on the Ohio River or Memphis. The tariff naming the rate up to the Ohio River or Memphis is published by the Trans-Missouri Freight Bureau and governed by the Western Classification, and from the Ohio River or Memphis to destination the tariff naming the rate is Washburn's Carolina Tariff, and governed by the Southern Classification. Use as the shipment, lavatory basins. In the Western Classification this commodity is classified, in barrels, boxes or crates, L. C. L., 2nd class; in packages or loose, packed in excelsior, hay, straw or similar packing material, C. L., minimum 24,000 lb., 3rd class. In the Southern Classification lavatory basins in barrels, boxes or crates are classified 3rd class; in packages or loose,

packed in excelsior, hay, straw or similar packing material, C. L., minimum 24,000 lb., 5th class.

### § 151. Poles.

This commodity moves from producing points in carload quantities and on commodity rates.

### § 152. Polish.

For example, in this case a shipment of furniture polish not otherwise indexed by name, moving from Denver, Colo., to Memphis, Tenn.: The through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification this commodity, when shipped in glass or earthenware, packed in barrels or boxes, L. C. L., is classified 1st class; in metal cans, completely jacketed, L. C. L.,  $1\frac{1}{2}$  times 1st class; in metal cans, in barrels or boxes, L. C. L., 1st class; in bulk, in barrels, L. C. L., 2nd class; and in the packages named, carload minimum weight 36,000 lb., 4th class.

### § 153. Posts.

Posts usually move in carloads from producing points and at lumber commodity rates.

### § 154. Potash.

A shipment of sulphide of potash, moving from Pueblo, Colo., to Shreveport, La.: The through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, when shipped in glass or earthenware, packed in barrels or boxes, this commodity is classified 1st class; in metal cans, in barrels or boxes, L. C. L.,

1st class; in bulk, in barrels, 1st class, any quantity, and no carload rating is provided.

### § 155. Pots.

On a shipment from Denver, Colo., to Salisaw, Okla., through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. We will use as commodity a shipment of annealing pots, iron or steel. Under the Western Classification this commodity is classified, when shipped in packages or loose, less than carload, 3rd class; in packages or loose, straight or mixed, carload minimum weight 30,000 lb., 5th class.

### § 156. Poultry.

A shipment of live poultry, carload, moving from Denver, Colo., to Stuttgart, Ark.: The through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. There is a through commodity rate published, applying on live poultry in poultry cars and stock cars, actual weight subject to minimum of 20,000 lb., subject to note. The note provides that live poultry may be shipped in stock cars, either in coops of sufficient strength, to be safely tiered, and when securely braced to prevent shifting in car, the loading to be so arranged as to permit feeding and watering in transit. When so tendered, rates and minimum weight applicable on live poultry in poultry cars will apply. Feed and water necessary for the poultry, while in transit, will be carried free in the same car. Shipments of live poultry consigned to order will not be accepted. The Western Classification also provides that shipments of live poultry in carload will not be received when consigned to order or notify. Under this ruling shipments must be billed

direct to a definite consignee and will not be accepted "shipper's order notify." The Western Classification further provides for the acceptance of live poultry or pigeons in coops or crates, prepaid, in L. C. L. quantities, and provides rating on the basis of double 1st class; in coops or crates, or in poultry cars, straight or mixed, carload minimum weight 18,000 lb., subject to Rule 6-B, 2nd class; also provides that carload shipments must be accompanied by caretakers and that rules governing the transportation of caretakers will be found in the carriers' tariffs; that the ratings provided for do not obligate the carrier to furnish special poultry cars, and do not include the rental charge for special poultry cars. The rental charge for such cars will be found in the carriers' tariffs.

### § 157. Powder.

A carload of baking powder moving from Denver, Colo., to Dallas, Tex.: There is a through commodity rate published by the Southwestern Lines on baking powder and baking powder compound when shipped in packages, in straight or mixed carloads, minimum weight 30,000 lb. This commodity rate is the legal rate and the only rate that can be used.

### § 158. Preserves.

In this case, a shipment of fruit jelly or preserves not otherwise specified, moving from Denver, Colo., to Lordsburg, N. M.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the classification this commodity when shipped in earthenware, packed in crates, L. C. L., is classified 3rd class; in glass or earthenware, packed in barrels or boxes, L. C. L., 4th class; in kits, pails or tubs, L. C. L., 2nd class; in kits, pails or tubs, in crates,

L. C. L., 4th class; in metal cans, in crates, L. C. L., 3rd class; in bulk, in barrels, L. C. L., 4th class; in metal cans, in barrels or boxes, L. C. L., 4th class, and in the packages named, straight or mixed, carload minimum weight 36,000 lb., 5th class.

#### **§ 159. Printed Matter, Paper, or Paper Board.**

A shipment moving from Trinidad, Colo., to Reno, Nev.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, printed matter, paper or paper board, not otherwise indexed by name, prepaid, in bundles or crates, L. C. L., is classed 1st class; in boxes, L. C. L., 1st class; in packages named, carload minimum weight 24,000 lb., 3rd class.

#### **§ 160. Pumps.**

A shipment moving from Pueblo, Colo., to the City of Mexico: There are no through rates and combination rate is made on the Rio Grande crossings. The rates up to the Rio Grande crossings are published by the Southwestern Lines and the tariff is governed by the Western Classification. From the Rio Grande crossings to destination, rates are published by the Mexican Lines and governed by the Mexican Classification.

#### **§ 161. Racks.**

A shipment of advertising racks, sheet iron, moving from Denver, Colo., to San Francisco, Cal.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, when shipped nested solid, in barrels or boxes or crates, L. C. L., these

racks are classified 2nd class; and nested solid, in packages named, carload minimum weight 30,000 lb., 4th class.

### § 162. Rails.

A shipment of rails, steel, including mine rails, cross-ties, steel, for sawmill track, moving from Pueblo, Colo., to Tacoma, Wash.: On shipment moving in carload there is a commodity rate published by the Transcontinental Freight Bureau, minimum weight 60,000 lb., except where the length of rails requires two or more cars, in which event the minimum carload weight will be 40,000 lb. for each car used. The tariff provides exception to Rule 10. This has reference to Rule 10 in the tariff and also refers to Note 1 below. At the bottom of the page there is a note which has direct bearing on the shipment when shipped in mixed carloads. All notes referred to in tariffs or classifications must be read very carefully.

### § 163. Reels.

In this case a shipment of a carload of reels (wooden), knocked down, moving from Trinidad, Colo., to Spokane, Wash.: There is a through commodity rate published by the Transcontinental Freight Bureau, carload minimum weight 40,000 lb., which is the legal rate to apply.

### § 164. Registers.

A shipment of cash registers, moving from Denver, Colo., to Anaconda, Mont.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification this commodity is classified, when shipped in boxes, 1½ times 1st class, in any quantity.



**§ 165. Regulators.**

A shipment of gas machine regulators, iron, moving from Denver, Colo., to Fargo, N. D.: There are no through rates in effect and combination rate can be made on the Missouri River or Minnesota Transfer. The Western Classification governs both tariffs. When shipped in packages, loose or on skids, L. C. L., the classification provides for 1st class rating; and in packages, loose or on skids, straight or mixed, carload minimum weight 24,000 lb., subject to Rule 6-B, Class A.

**§ 166. Residue.**

On a shipment from Denver, Colo., to Winnipeg, Man., there are no through rates. Combination is made on Minnesota Transfer. The rate up to Minnesota Transfer is published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. From Minnesota Transfer to destination the rate is published by the individual carriers operating out of Minnesota Transfer and governed by the Canadian Classification. Use as commodity a shipment of copper residue. This commodity, under the Western Classification, when shipped in barrels or boxes, L. C. L., is 4th class; in packages or bulk, carload minimum weight 36,000 lb., 5th class. This commodity is not classified in the Canadian Classification and you would have to use rating provided for scrap copper. The Canadian Classification classifies this article when shipped in less than carload quantities as 3rd class, and 6th class in carload quantities. Under the classification it will be necessary for agent to report the shipment to the General Freight Department in order that classification be provided for future shipments.



## CHAPTER VIII.

### CLASSIFICATION OF PROPERTY FROM MISSOURI RIVER POINTS TO OTHER POINTS.

- § 167. Rings.
- § 168. Rivets.
- § 169. Roasters.
- § 170. Robes.
- § 171. Rock.
- § 172. Rods.
- § 173. Rollers.
- § 174. Rolls.
- § 175. Roofings.
- § 176. Roots, Not Ground Nor Powdered.
- § 177. Roots, Ground or Powdered.
- § 178. Rope.
- § 179. Rubber.



## CHAPTER VIII.

### CLASSIFICATION OF PROPERTY FROM MISSOURI RIVER POINTS TO OTHER POINTS.

#### § 167. Rings.

A shipment of fruit jar rings, rubber, moving from Kansas City, Mo., to Boston, Mass.: There are no through rates in effect. Combination rate is made on the Mississippi River, east bank crossings; the tariff naming the rate to the Mississippi River is published by the Western Trunk Line Committee and governed by the Western Classification. The tariff naming the rate from the east bank of the Mississippi River to destination is published by the St. Louis Eastbound Committee and is governed by the Official Classification. Under the Western Classification fruit jar rings, rubber, in barrels or boxes, L. C. L., are classified 1st class; in packages named, carload minimum weight 30,000 lb., 4th class. Under the Official Classification rings, fruit jar, rubber, are classified, when shipped in packages less than carload, Rule 25, and in carloads, 4th class.

#### § 168. Rivets.

A shipment of rivets, moving from St. Joseph, Mo., to Toledo, Ohio: There are no through rates in effect; a combination rate is made on the Mississippi River. The rate from St. Joseph to the Mississippi River is published by the Western Trunk Committee, and governed by the Western Classification; the tariff naming the rates from

the Mississippi River to Toledo is published by the St. Louis Eastbound Committee and governed by the Official Classification. Under the Western Classification this commodity, when made of copper, brass or bronze, and shipped in barrels or boxes, is classified as 2nd class, any quantity. Under the Official Classification copper, brass or bronze rivets, in barrels or boxes, are classified 3rd class, any quantity.

### § 169. Roasters.

On a shipment of peanut roasters moving from Omaha, Neb., to Montreal, Can., there are no through rates in effect and the combination rate is made on the east bank of the Mississippi River. The rate from Omaha to the Mississippi River is published by the Western Trunk Line and the tariff is governed by the Western Classification. From the east bank of the Mississippi River to Montreal, P. Q., the rate is published by the St. Louis Eastbound Committee and the tariff is governed by the Official Classification. Under the Western Classification peanut roasters, wheeled or not wheeled, N. O. I. B. N., set up on wheels, loose, are classified  $3\frac{1}{2}$  times 1st class; and set up or taken apart, in boxes or crates,  $1\frac{1}{2}$  times 1st class, any quantity. Under the Official Classification peanut roasters, not self-propelling, four-wheeled, not crated or boxed, wheels attached or detached, loaded in box cars, actual weight, but not less than 4,000 lb. each, 1st class; loaded on flat or gondola cars, actual weight, subject to minimums provided in Rule 7, Sec. (B), (C) and (D), 1st class, minimum weight 10,000 lb.; subject to Rule 27, 2nd class; N. O. S., set up, crated or boxed, 3 times 1st class; knocked down, crated or boxed,  $1\frac{1}{2}$  times 1st class; and minimum weight 12,000 lb., subject to Rule 27, 1st class.

**§ 170. Robes.**

On a shipment moving from Kansas City to Durham, N. C., there are no through rates in effect and a combination rate is made on the Ohio River or Memphis. The rates from Kansas City to Ohio River or Memphis are published by A. D. Hall, Agent, St. Louis, and are governed by the Western Classification. The rates from the Ohio River or Memphis to destination are published by M. P. Washburn in Washburn's Carolina Tariff, and the tariff is governed by the Southern Classification. Under the Western Classification fur robes, or fur rugs, N. O. I. B. N., shipped in wooden boxes, are classified as D-1 class, in any quantity. Under the Southern Classification fur robes or fur rugs, cattle or horse-hide, or dog, goat or sheep-skin, are classified, when shipped in bales, 3 times 1st class; in boxes, D-I class. Robes other than cattle or horse-hide, or dog, goat or sheep-skin, in wooden boxes, 3 times 1st class. These are any quantity ratings.

**§ 171. Rock.**

This commodity usually moves from producing points on commodity rates.

**§ 172. Rods.**

A shipment of curtain rods, moving from Leavenworth, Kan., to Chattanooga, Tenn.: There are no through rates and a combination rate is made on the Ohio River or Memphis. The rate up to the Ohio River or Memphis is published by A. D. Hall, Agent, and governed by the Western Classification; the rate from Memphis or the Ohio River to destination is published by M. P. Washburn in Washburn's Southeastern Tariff, governed by the Southern Classification. Under the Western Classification, metal or metal-covered rods, with or without fixtures, in boxes,

L. C. L., are classified as 1st class; in boxes, straight or mixed carloads, minimum weight 30,000 lb., 4th class. Under the Southern Classification this commodity, when shipped in boxes, L. C. L., is 2nd class; and in boxes, straight or mixed carloads, minimum 30,000 lb., 4th class.

### § 173. Rollers.

A shipment of rollers, composition or rubber covered, N. O. I. B. N., moving from Atchison, Kan., to New Orleans, La.: The through rate in this instance is published by A. D. Hall and governed by the Southern Classification. When shipment is made in boxes the commodity is classified in the Southern Classification as 2nd class, any quantity.

### § 174. Rolls.

A shipment of bronze rolls, N. O. I. B. N., moving from Kansas City, Mo., to Dallas, Tex.: The through rate is published by the Southwestern Lines and the tariff is governed by the Western Classification. This commodity is classified in the Western Classification, when shipped in barrels, boxes or crates, 2nd class, any quantity.

### § 175. Roofing.

On a shipment moving from Leavenworth, Kan., to El Reno, Okla., through rates are published by the Southwestern Lines and governed by the Western Classification. We will use, as the commodity, prepared roofing.

“Note. Provision for roofing will not apply on paints used in connection with same. Prepared (paper, burlap or felt, treated with tar, pitch, asphalt or other similar filler or binder, coated or not coated with gravel, slag, sand, mica or other similar coatings), in sheets, in crates



or in rolls, L. C. L., 4th class; in packages named, C. L., minimum weight 36,000 lb., 5th class.

"Note 1. Rolls of prepared roofing containing liquid cement, tin roofing caps, wood strips and nails sufficient to lay the rolls will be carried at roofing rates.

"Note 2. Building and roofing paper in rolls, pitch and tar in barrels, and roofing cement in metal cans, in boxes, or in bulk, in barrels or kits, may be shipped in mixed C. L. with prepared roofing at 5th class, minimum weight 36,000 lb."

#### **§ 176. Roots, Not Ground or Powdered.**

A shipment of dried chickory root, moving from Kansas City, Mo., to San Francisco, Cal.: The through rate is published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. When shipped in bags, barrels or boxes, L. C. L., classified 2nd class, and in packages or in bulk, carload, minimum weight 36,000 lb., 4th class.

#### **§ 177. Roots, Ground or Powdered.**

A shipment of licorice root, moving from St. Joseph, Mo., to Duluth, Minn.: Through rates are published by the Western Trunk Line Committee and tariff is governed by the Western Classification. Licorice root, ground or powdered, when shipped in bags, barrels or boxes, L. C. L., is classified 1st class; in packages named, carload, minimum weight 30,000 lb., 3rd class.

#### **§ 178. Rope.**

A shipment from Kansas City, Mo., to Salt Lake City, Utah: The through rate is published by the Trans-Missouri Freight Bureau; the tariff is governed by the Western Classification. If this shipment were to move in

carloads, there is a commodity rate, minimum 30,000 lb., published, which is the legal rate to apply.

### § 179. Rubber.

A shipment of rubber goods, N. O. I. B. N., moving from St. Joseph, Mo., to Winnipeg, Man.: There are no through rates and a combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is published by the Western Trunk Line, and the tariff is governed by the Western Classification. Beyond Minnesota Transfer the rate is published by the individual lines operating out of Minnesota Transfer and the tariff is governed by the Canadian Classification. Under the Western Classification this commodity, when shipped in barrels or boxes, is classified as 1st class, any quantity. Under the Canadian Classification, this commodity is indexed under Rubber Articles, and shipped in packages it is classified 1st class, any quantity; no carload rating provided.

## CHAPTER IX.

### CLASSIFICATION OF PROPERTY FROM LOUISIANA COMMON POINTS TO OTHER POINTS.

- § 180. Rugs.
- § 181. Sad Irons.
- § 182. Salt.
- § 183. Sand.
- § 184. Saws and Saw Blades.
- § 185. Scales.
- § 186. Screens.
- § 187. Screen Doors, Window Screens, and Frames.
- § 188. Screws.
- § 189. Seeds.



## CHAPTER IX.

### CLASSIFICATION OF PROPERTY FROM LOUISIANA COMMON POINTS TO OTHER POINTS.

#### § 180. Rugs.

A shipment moving from Shreveport, La., to Albany, N. Y.: There are no through rates in effect and a combination is made on the Mississippi River. The tariff naming the rate up to the Mississippi River is published by the Southwestern Lines and is governed by the Western Classification. The tariff naming the rate from the river to destination is published by the St. Louis Eastbound Committee and governed by the Official Classification. Under the Western Classification, rugs, N. O. I. B. N., invoice value not exceeding \$50 each and so receipted for, are classified 1st class; invoice value exceeding \$50 each but not exceeding \$100 each and so receipted for, 1½ times 1st class; invoice value exceeding \$100 each or value not stated, in boxes, 3 times 1st class. These are any quantity rates; no carload rating is provided for. Under the Official Classification, rugs, N. O. S., are classified 1st class, in any quantity.

#### § 181. Sad Irons.

A shipment moving from Shreveport, La., to Toronto, Ont.: There are no through rates in effect and a combination rate is made on the Mississippi River. The rate from point of origin to the Mississippi River is published by the Southwestern Lines and the tariff is governed by

the Western Classification. From the Mississippi River to Toronto, Ont., the tariff is published by the St. Louis Eastbound Committee and the tariff is governed by the Official Classification. Under the Western Classification, sad irons, with or without stands, used for heating apparatus, shipped in barrels or boxes, L. C. L., are classified 1st class; in the packages named, carload, minimum weight 30,000 lb., 3rd class; other than self-heating, in barrels or boxes, L. C. L., 4th class; in barrels or loose, carload, minimum weight 30,000 lb., 5th class. The Western Classification also provides for a mixture of shipment, such as sad irons, self-heating and other than self-heating, in barrels or boxes, mixed carload, minimum weight 36,000 lb., 3rd class. Under the Official Classification this commodity is classified as follows: Self-heating (sad irons equipped with heating apparatus), in barrels or boxes, L. C. L., Rule 25; in packages named, C. L., minimum 30,000 lb., 4th class; other than self-heating, in barrels or boxes, Rule 26; in packages or loose, C. L., minimum 36,000 lb., 5th class.

#### § 182. Salt.

This commodity usually moves in carload lots from producing points on commodity rates.

#### § 183. Sand.

This commodity usually moves in carload lots from producing points on commodity rates.

#### § 184. Saws and Saw Blades.

A shipment of saws, N. O. I. B. N., moving from Shreveport, La., to Chicago, Ill.: This shipment is governed by the Western Classification, which classifies this commodity, when shipped on boards, 1st class; and in boxes, 2nd class.

**§ 185. Scales.**

A shipment of computing scales, moving from Lake Charles, La., to Chicago, Ill.: Through rates are published by the Southwestern Lines and the tariff naming the rates is governed by the Western Classification. Under the Western Classification this commodity is classified, when shipped in barrels or boxes, L. C. L., 1st class; computing scales, or scale beam boxes, in packages or loose, as provided for L. C. L. shipments, straight or mixed car-load, minimum weight 34,000 lb., are classified 4th class, subject to Rule 6-B.

**§ 186. Screens.**

A shipment of coal, foundry or sand screens, not riddles, moving from Shreveport, La., to Colorado Springs, Colo.: Through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification this commodity is classified, when in packages or loose, any quantity, 1st class.

**§ 187. Screen Doors, Window Screens and Frames.**

A shipment of window screens, roller, metal, in boxes, moving from Monroe, La., to Pueblo, Colo.: The through rate is published by the Trans-Missouri Freight Bureau and tariff is governed by the Western Classification, which classifies this commodity 1st class, any quantity.

**§ 188. Screws.**

A shipment of jack screws, moving from Minden, La., to Salt Lake City, Utah: Through rates are published by the Trans-Missouri Freight Bureau and the tariff is governed by the Western Classification. If shipped in packages, loose, L. C. L., jack screws are classified in the

Western Classification 3rd class; in packages or loose, straight or mixed carloads, minimum weight 30,000 lb., 4th class.

**§ 189. Seeds.**

A shipment of clover seed, moving from Shreveport, La., to Winnipeg, Man.: There are no through rates and a combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is published by the Southwestern Lines and governed by the Western Classification. From Minnesota Transfer to Winnipeg the rate is governed by the Canadian Classification, and published by the lines operating out of Minnesota Transfer. Under the Western Classification when shipped in bags, barrels or boxes, L. C. L., the classification is 3rd class, and in the packages named, carload, minimum weight 30,000 lb., Class A. Under the Canadian Classification, clover seed, when shipped in bags, owner's risk of leakage, or in barrels or boxes, is classified 3rd class, L. C. L., and in carloads, 5th class.



## CHAPTER X.

### CLASSIFICATION OF PROPERTY FROM OKLAHOMA POINTS TO OTHER POINTS.

- § 190. Shade Rollers, Shade Sticks or Shade Roller Fixtures.
- § 191. Shades, with or without Fixtures.
- § 192. Sharpeners or Grinders (Not Grindstones).
- § 193. Shells.
- § 194. Shingles.
- § 195. Shooks.
- § 196. Shovels.
- § 197. Silk, Artificial or Natural.



## CHAPTER X.

### CLASSIFICATION OF PROPERTY FROM OKLAHOMA POINTS TO OTHER POINTS.

#### § 190. Shade Rollers, Shade Sticks, or Shade Roller Fixtures.

A shipment moving from Oklahoma City, Okla., to Syracuse, N. Y.: There are no through rates and a combination rate is made on the Mississippi River. The rate to the Mississippi River is published by the Southwestern Lines, and the tariff is governed by the Western Classification. From the Mississippi River to destination the rate is published by the St. Louis Eastbound Committee, and the tariff is governed by the Official Classification. In the Western Classification, window shades, N. O. I. B. N., in boxes, are classified 1st class, any quantity. Under the Official Classification, window shades, N. O. I. B. N., in boxes, are classified 1st class, any quantity.

#### § 191. Shades, with or without Fixtures.

A shipment of porch shades, with or without fixtures, originating at Lawton, Okla., and destined to Toronto, Can.: There are no through rates in effect and a combination rate is made on the Mississippi River. The rate up to the Mississippi River is published by the Southwestern Lines and the tariff is governed by the Western Classification. From the Mississippi River to Toronto, Can., the rate is published by the St. Louis Eastbound Committee, and the tariff is governed by the Official Classification.

Under the Western Classification this commodity, when shipped in bundles wrapped with cloth or matting, L. C. L., is classified 1st class; in boxes or crates, L. C. L., 1st class; in packages named, carload, minimum weight 20,000 lb., subject to Rule 6-B, 3rd class. Under the Official Classification, shades, porch, made of bamboo, when shipped in bundles wrapped with cloth or matting, are 1st class, L. C. L.; in boxes or crates, 1st class; and in packages named, carload, minimum weight 20,000 lb., subject to Rule 27, 3rd class.

#### § 192. Sharpeners or Grinders (Not Grindstones).

A shipment of disc rotary sharpeners, moving from Oklahoma City, Okla., to Nashville, Tenn.: No through rates are in effect. A combination rate is made on Memphis. The rate to Memphis is published by the Southwestern Lines and governed by the Western Classification, the rate from Memphis to Nashville is published in Washburn's Southeastern Tariff, governed by the Southern Classification. Under the Western Classification, when set up in boxes or crates, L. C. L., this commodity is classified 1st class; knocked down, in boxes or crates, 2nd class, L. C. L.; set up or knocked down, in packages named, carload, minimum weight 24,000 lb., subject to Rule 6-B, Class A. This commodity is not classified in the Southern Classification, and we will have to refer to Machinery, N. O. S. In the Southern Classification, machinery or machines, N. O. I. B. N., are classified, when set up loose or on skids, L. C. L., 1st class; set up in boxes or crates, L. C. L., 2nd class; knocked down, in boxes, bundles or crates, L. C. L., 3rd class; set up or knocked down, in packages, loose or on skids, carload, minimum weight 24,000 lb., subject to Note 3, 6th class.

**§ 193. Shells.**

A shipment of crushed shells, moving from Okarche, Okla., to Chicago, Ill.: Through rates are published by the Southwestern Lines and governed by the Western Classification. This commodity is carried in the classification under Poultry Feed and is classified, when shipped in bags, L. C. L., 4th class; in bags, carload, minimum 30,000 lb., Class B.

**§ 194. Shingles.**

This commodity usually moves in carload quantities and from producing points either on shingle commodity rate or is carried in lumber commodity tariffs.

**§ 195. Shooks.**

This commodity usually moves from producing points in carload quantities and on the basis of the lumber or special commodity rates.

**§ 196. Shovels.**

A shipment moving from Hobart, Okla., to Portland, Ore.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. On a shipment moving in carload quantities there is a through commodity rate, carload, minimum 24,000 lb., which is the legal rate to apply.

**§ 197. Silk, Artificial or Natural.**

A shipment of raw silk from Shawnee, Okla., to San Francisco, Cal.: There is a through commodity rate published by the Transcontinental Freight Bureau, which is the legal rate to apply.



## CHAPTER XI.

### CLASSIFICATION OF PROPERTY FROM ARKANSAS AND TEXAS POINTS TO OTHER POINTS.

- § 198. Sizing.
- § 199. Skimmings.
- § 200. Slate, Artificial or Natural.
- § 201. Slates.
- § 202. Slats.
- § 203. Soap.
- § 204. Soda (Sodium).
- § 205. Softener.
- § 206. Solder.
- § 207. Sprayers.





## CHAPTER XI.

### CLASSIFICATION OF PROPERTY FROM ARKANSAS AND TEXAS POINTS TO OTHER POINTS.

#### § 198. Sizing.

A shipment of rosin sizing, moving from Fort Smith, Ark., to Rochester, N. Y.: There are no through rates in effect and a combination rate is made on the Mississippi River. The rate up to the Mississippi River is published by the Southwestern Lines and the tariff is governed by the Western Classification. From the Mississippi River to destination, the rate is published by the St. Louis Eastbound Committee and governed by the Official Classification. Under the Western Classification, sizing, rosin, dry or paste, in barrels, L. C. L., 4th class; in barrels, carload, minimum weight 36,000 lb., 5th class. In the Official Classification this commodity, in barrels, L. C. L., is classified 4th class, and in barrels, C. L., minimum 36,000 lb., 5th class.

#### § 199. Skimmings.

A shipment of brass skimmings, moving from Little Rock, Ark., to Toronto, Ont.: There are no through rates in effect; a combination rate is made on the Mississippi River. The Southwestern Lines publish the tariffs naming rates from point of origin to the Mississippi River, and the St. Louis Eastbound Committee publishes the rate from the Mississippi River to destination. The tariff of the Southwestern Lines is governed by the Western Clas-

sification, and the tariff beyond the Mississippi River is governed by the Official Classification. Under the Western Classification, brass skimmings, when shipped in barrels or boxes, L. C. L., are classified 4th class, and in packages named, straight or mixed carloads, minimum weight 40,000 lb., Class D. Under the Official Classification, brass skimmings are classified, when shipped in boxes, kegs, barrels or casks, L. C. L., 4th class; carload, minimum weight 40,000 lb., 6th class. The following note appears under the item in the Official Classification:

“Note. Brass ashes in kegs, barrels, casks, etc., with canvas or burlapped heads, will take 3rd class rating.”

#### § 200. Slate, Artificial or Natural.

A carload shipment of slate, moving from Hot Springs, Ark., to St. Louis, Mo.: Through rates are published by the Southwestern Lines and the tariff is governed by the Western Classification. There is a through commodity rate, minimum weight 36,000 lb., which is the legal rate to apply.

#### § 201. Slates.

A shipment of billiard table slates, moving in carloads from Little Rock, Ark., to Spokane, Wash: There is a through commodity rate published by the Transcontinental Freight Bureau, and this is the legal rate to apply.

#### § 202. Slats.

A shipment of slats, shade or shutter, wooden, moving from Little Rock, Ark., to Emerson, Man.: There are no through rates in effect. A combination is made on Minnesota Transfer. The rate from point of origin to Minnesota Transfer is published by the Southwestern Lines and the tariff is governed by the Western Classification. The

rate from Minnesota Transfer to destination is published by the individual carriers operating out of Minnesota Transfer and the tariff is governed by the Canadian Classification. Under the Western Classification, slats, shade or shutter, are classified, when shipped in bundles, L. C. L., 3rd class, and in boxes or crates, L. C. L., 3rd class; in packages named, straight or mixed carload, minimum weight 30,000 lb., Class B. Under the Canadian Classification, slats, blind or shutter, in crates or boxes, are classified as 3rd class, in any quantity.

### § 203. Soap.

An L. C. L. shipment of soap, moving from Dallas, Tex., to Philadelphia, Pa., all rail: There are no through rates in effect and a combination rate is made on the Mississippi River. The rate from point of origin to the Mississippi River is published by the Southwestern Lines and the tariff is governed by the Western Classification. The Western Classification classifies soap in L. C. L. quantities 4th class. Under the Official Classification, soap in L. C. L. quantities is classified Rule 28. Rule 28 in the Official Classification provides for an amount to be added in order to arrive at the rate based on the difference between the 3rd and 4th class rate in connection with the tariff that names the rate to apply on shipments of soap in L. C. L. quantities.

### § 204. Soda (Sodium).

A shipment of sodium salts, N. O. I. B. N., moving from Fort Worth, Tex., to Toronto, Ont.: No through rates are in effect and a combination rate is made on the Mississippi River. The rate up to the Mississippi River is published by the Southwestern Lines and the tariff is governed by the Western Classification. From the Missis-

issippi River to destination the rate is published by the St. Louis Eastbound Committee and the tariff is governed by the Official Classification. Under the Western Classification, this commodity, when shipped in glass or earthenware, packed in barrels or boxes, is classified 1st class; in fibre or metal cans or cartons, in barrels or boxes, 1st class; in bulk, in barrels or boxes, 1st class, any quantity. In the Official Classification, soda or sodium salts, not otherwise indexed by name, is classified, when shipped in earthenware, packed in barrels or boxes, 1st class; in glass or earthenware, when packed in barrels or boxes, C. L., minimum weight 30,000 lb., 3rd class; in fibre or metal cans or cartons, in barrels or boxes, 2nd class; in bulk, in barrels or boxes, 3rd class; in fibre or metal cans or cartons, in barrels or boxes, or in bulk, in barrels or boxes, carload, minimum weight 30,000 lb., 4th class.

#### § 205. Softener.

A shipment of leather softener, N. O. I. B. N., moving from Fort Worth, Tex., to St. Paul, Minn.: Through rates are published by the Southwestern Lines and the tariff is governed by the Western Classification. Under the Western Classification, this commodity, when shipped in metal cans, jacketed, is  $1\frac{1}{2}$  times 1st class, and in barrels, 2nd class, any quantity.

#### § 206. Solder.

A shipment of braziers' solder, moving from Dallas, Tex., to Calgary, Alberta: There are no through rates in effect and a combination rate is made on Minnesota Transfer. The rate up to Minnesota Transfer is published by the Southwestern Lines and the tariff is governed by the Western Classification. From Minnesota Transfer to Calgary the rate is published by the individual carriers operating

out of Minnesota Transfer and the tariff is governed by the Canadian Classification. Under the Western Classification, this commodity is classified, when shipped in boxes or barrels, any quantity, 2nd class. Under the Canadian Classification, solder in packages is classified 3rd class in L. C. L. quantities, and 5th class in carloads.

**§ 207. Sprayers.**

A shipment of oil sprayers, moving from Dallas, Tex., to Oklahoma City, Okla.: A through rate is published by the Southwestern Lines and the tariff is governed by the Western Classification. This commodity is classified, when shipped in barrels, boxes or crates, 2nd class, any quantity.



## CHAPTER XII.

### CLASSIFICATION OF PROPERTY FROM MEXICAN POINTS, NEW MEXICO AND ARIZONA TO OTHER POINTS.

- § 208. Springs.
- § 209. Stalks.
- § 210. Stands.
- § 211. Statuary.
- § 212. Sticks.
- § 213. Stone.
- § 214. Stones.
- § 215. Stoppers.
- § 216. Straps.
- § 217. Straw.
- § 218. Stretchers.
- § 219. Sugar.
- § 220. Sugar or Syrup Evaporator Furnaces and Open Top Pans.
- § 221. Sweepers.
- § 222. Sweepings.
- § 223. Syrup.





## CHAPTER XII.

### CLASSIFICATION OF PROPERTY FROM MEXICAN POINTS, NEW MEXICO AND ARIZONA TO OTHER POINTS.

#### § 208. Springs.

A shipment moving from the City of Mexico to Toronto, Ont.: There are no through rates in effect, and a combination rate would be made on the Rio Grande crossings and the Mississippi River. The rate up to the Rio Grande is governed by the Mexican Classification, from the Rio Grande crossings to the Mississippi River by the Western Classification, and from the Mississippi River to destination by the Official Classification.

#### § 209. Stalks.

A shipment moving from Pachuca, Mexico, to South Bend, Ind.: There are no through rates and a combination is made on the Rio Grande and Mississippi River, to the Rio Grande crossings governed by the Mexican Classification; from the Rio Grande crossings to the Mississippi River by the Western Classification; and from the Mississippi River to South Bend by the Official Classification.

#### § 210. Stands.

A shipment moving from the City of Mexico to Chicago, Ill.: There are no through rates and a combination rate is made on the Rio Grande crossings, the rate to the Rio Grande crossings is governed by the Mexican Classifica-

tion and the rate from the Rio Grande crossings to Chicago is governed by the Western Classification.

**§ 211. Statuary.**

A shipment moving from Torreon, Mex., to Minneapolis, Minn.: There are no through rates in effect; combination rate is made on the Rio Grande crossings. The rate up to the Rio Grande crossings is governed by the Mexican Classification and from the Rio Grande crossings to destination by the Western Classification.

**§ 212. Sticks.**

A shipment of gambrel sticks moving from the City of Mexico to Calgary, Alberta: There are no through rates and a combination of rates is made on the Rio Grande crossings and Minnesota Transfer. The rate up to the Rio Grande crossings is governed by the Mexican Classification; from the Rio Grande crossings to Minnesota Transfer by the Western Classification, and from Minnesota Transfer to destination by the Canadian Classification.

**§ 213. Stone.**

Stone usually moves from producing points in carload quantities and on carload commodity rates.

**§ 215. Stoppers.**

A shipment moving from City of Mexico to St. Louis: There are no through rates published and a combination rate is made on the Rio Grande crossings. The rate up to the Rio Grande crossings is governed by the Mexican Classification and from the Rio Grande crossings to St. Louis by the Western Classification.

**§ 216. Straps.**

A shipment of straps, leather, fitted with buckles, moving from Phoenix, Ariz., to Dallas, Tex.: Through rates are published by the Transcontinental Freight Bureau, and the tariff is governed by the Western Classification. Under the Western Classification, leather straps, with buckles or other fastenings, N. O. I. B. N., when shipped in barrels or boxes, are classified 1st class, any quantity.

**§ 217. Straw.**

Straw usually moves from producing points on commodity rates.

**§ 218. Stretchers.**

A shipment of artists' stretchers, moving from Phoenix, Ariz., to Shreveport, La.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification, which provides: Stretchers, artists', when shipped set up in boxes or crates, 1st class, and knocked down, in boxes or crates, 2nd class, any quantity.

**§ 219. Sugar.**

A shipment of sugar, carload, moving from Lordsburg, N. M., to Oklahoma City, Okla.: In this instance we have a commodity rate, published by the Transcontinental Freight Bureau, and the commodity rate is the legal rate to apply.

**§ 220. Sugar or Syrup Evaporator Furnaces and Open Top Pans.**

A shipment of evaporator furnaces, moving from Phoenix, Ariz., to New York City: Through rates are published by the Transcontinental Freight Bureau, and gov-

erned by the Western Classification. Under the Western Classification, furnaces without pans, with legs or rockers attached, in packages or loose, L. C. L., are classified D-I class; without legs or rockers, or legs or rockers in bundles, other parts in packages or loose, L. C. L., 1st class; in packages or loose, straight or mixed carloads, minimum weight 15,000 lb., subject to Rule 6-B, 3rd class.

### § 221. Sweepers.

A shipment of carpet sweepers, moving from Franklin, Ariz., to Chicago, Ill.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, carpet sweepers in boxes, L. C. L., are classified as 1st class; in boxes, carload, minimum weight 24,000 lb., subject to Rule 6-B, 4th class.

### § 222. Sweepings.

A shipment of mint sweepings or tailings, moving from Deming, N. M., to Kansas City, Mo.: Through rates are published by the Transcontinental Freight Bureau and tariff is governed by the Western Classification, which classifies this commodity: In barrels or boxes, L. C. L., D-I class; in bags, barrels or boxes, C. L., minimum weight 24,000 lb., 3rd class.

### § 223. Syrup.

A carload of syrup from Lordsburg, N. M., to Pueblo, Colo.: There is a through commodity rate on syrup published by the Transcontinental Freight Bureau, governed by the Western Classification, which is the legal rate to apply.

## CHAPTER XIII.

### CLASSIFICATION OF PROPERTY FROM TRANS-MISSISSIPPI RIVER POINTS AND PACIFIC COAST POINTS TO OTHER POINTS.

- § 224. Tanks.
- § 225. Thread.
- § 226. Tile.
- § 227. Tin.
- § 228. Tin Salts.
- § 229. Tobacco.
- § 230. Tools.
- § 231. Toys.
- § 232. Transformers.
- § 233. Traps.
- § 234. Trays.
- § 235. Trunks.
- § 236. Tubes or Tubing.
- § 237. Tubs.
- § 238. Valves.
- § 239. Varnish.



## CHAPTER XIII.

### CLASSIFICATION OF PROPERTY FROM TRANS-MISSISSIPPI RIVER POINTS AND PACIFIC COAST POINTS TO OTHER POINTS.

#### § 224. Tanks.

A shipment of wagon tanks for oil tank wagons, moving from Des Moines, Ia., to Syracuse, N. Y.: There are no through rates in effect and a combination is made on Mississippi River. The tariff up to the Mississippi River is published by the individual carriers and governed by the Western Classification. From the Mississippi River to destination the tariff is published by the St. Louis East-bound Committee and governed by the Official Classification. In the Western Classification this commodity is classified 1st class, any quantity. It is not specifically classified in the Official Classification and we would refer to Oil Tanks, Plate, Sheet Iron or Steel, N. O. I. B. N. The classification provides: "U. S. gauge No. 17 or thinner, with hoods, set up in boxes or crates,  $2\frac{1}{2}$  times 1st class; with hoods folded inside tanks, in boxes or crates, D-I class; without hoods, in boxes or crates, D-I class; and in packages named, carload, minimum weight 12,000 lb., subject to Rule 27; U. S. standard gauge No. 16 or thicker, with pumps attached, in boxes or crates,  $1\frac{1}{2}$  times 1st class; with pumps detached or without pumps, in boxes or crates, 2nd class; in packages named, carload, minimum weight 24,000 lb., subject to Rule 27, 5th class."

**§ 225. Thread.**

A shipment of thread, other than cotton, from Topeka, Kan., to Boston, Mass.: There is no through rate in effect and the combination rate is made on the Mississippi River. The rate from point of origin to the Mississippi River is published by the Western Trunk Line Committee, and is governed by the Western Classification. The rate from the east bank of the Mississippi River to destination is published by the St. Louis Eastbound Committee and the tariff is governed by the Official Classification. Under the Western Classification this commodity is classified 1st class, any quantity. Under the Official Classification, thread other than cotton, in boxes, is classified 1st class, any quantity.

**§ 226. Tile.**

Tile usually moves in carload lots and on commodity rates.

**§ 227. Tin.**

A shipment of sheet tin, moving from Lincoln, Neb., to Rochester, N. Y.: A combination rate is made on the Mississippi River, Western Classification applying to the Mississippi River and Official Classification beyond. Under the Western Classification this commodity is classified, when shipped in boxes, L. C. L., 2nd class; in boxes, carload, minimum weight 30,000 lb., 4th class. Under the Official Classification, sheet tin in boxes is classified as 3rd class in L. C. L. quantities; in boxes, carloads, 4th class, minimum weight 30,000 lb.

**§ 228. Tin Salts.**

A shipment of chloride of tin, liquid, moving from Grand Island, Neb., to Hamilton, Ont.: There are no through



rates in effect. A combination rate is made on the Mississippi River, the tariff naming the rate from Grand Island to the east bank of the Mississippi River is published by the Western Trunk Line Committee and governed by the Western Classification. The tariff naming rates from the east bank of the Mississippi River to destination is published by the St. Louis Eastbound Committee and governed by the Official Classification. Under the Western Classification this commodity is classified, when shipped in carboys, D-I class, any quantity. Under the Official Classification, chloride of tin in liquid form, in carboys, is classified 1st class.

#### § 229. Tobacco.

A shipment of manufactured tobacco, plug or twist, moving from Portland, Ore., to Hartford, Conn.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, this commodity is classified, in measures or pails, loose, L. C. L., 1st class; in boxes, loose, 1st class; in boxes, measures or pails, two or more enclosed in boxes or crates or strapped together, 3rd class, L. C. L.; and in the packages named, minimum weight 36,000 lb., 4th class.

#### § 230. Tools.

A shipment of tools, N. O. I. B. N., from Tacoma, Wash., to Washington, D. C.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, tools, N. O. I. B. N., in barrels or boxes, are classified 2nd class, in any quantity.

**§ 231. Toys.**

A shipment of toys, other than iron or steel, originating at Vancouver, B. C., and destined to Chicago, Ill.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Toys, N. O. S., other than iron or steel, are classified, when shipped in barrels or boxes, L. C. L., 1st class; in the packages named, carload, minimum weight 20,000 lb., subject to Rule 6-B, 2nd class.

**§ 232. Transformers.**

A shipment of transformers, electric, N. O. I. B. N., moving from Portland, Ore., to West Lake, La.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, transformers, electric, N. O. I. B. N., in barrels, boxes, crates or on skids, L. C. L., are classified as 1st class; in packages named, carload, minimum weight 30,000 lb., Class A.

**§ 233. Traps.**

A shipment of animal traps, moving from Tacoma, Wash., to Lincoln, Neb.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Under the Western Classification, traps, animal, in bags and bundles, L. C. L., are classified as 1st class; in barrels or boxes, L. C. L., 2nd class; in the packages named, carload, minimum weight 30,000 lb., 4th class.

**§ 234. Trays.**

A shipment of gas house or purifying trays, from San Francisco, Cal., to Sioux Falls, S. D.: Through rate is published by the Transcontinental Freight Bureau and

governed by the Western Classification. When shipped in barrels, boxes, bundles or crates, L. C. L. quantities, the commodity is classified as 3rd class; in packages named, carload, minimum weight 36,000 lb., Class B.

### § 235. Trunks.

A shipment of trunks, moving from San Francisco, Cal., to Cleveland, O.: Through rates are published by the Transcontinental Freight Bureau and tariff is governed by the Western Classification. The Western Classification classifies trunks, loose wrapped, L. C. L., 1st class; in boxes or crates, 1st class; in packages or loose, carload, minimum weight 12,000 lb., subject to Rule 6-B, 2nd class. Under this heading in the classification the words appear: "See Note."

The note provides rules for the shipping of trunks and should be read very carefully in making shipments of this nature.

### § 236. Tubes or Tubing.

A shipment of steel tubes, N. O. I. B. N., moving from Los Angeles, Cal., to Oklahoma City, Okla.: Through rates are published by the Transcontinental Freight Bureau and the tariffs are governed by the Western Classification. Under the Western Classification, steel tubes, N. O. I. B. N., are classified 3rd class, any quantity.

### § 237. Tubs.

A shipment of galvanized iron tubs, moving from Oakland, Cal., to Chicago, Ill.: Under the Western Classification, when shipped closely nested in bundles, this commodity is classified 2nd class, L. C. L., and 4th class in carloads, minimum weight 18,000 lb., subject to Rule 6-B.

**§ 238. Valves.**

A shipment of reducing valves, moving from Stockton, Cal., to Wilmington, Del.: Through rate is published by the Transcontinental Freight Bureau, governed by the Western Classification, which classifies this commodity, when shipped in barrels, boxes or crates, 1st class, any quantity.

**§ 239. Varnish.**

A shipment of varnish, N. O. I. B. N., from San Francisco, Cal., to Denver, Colo.: Through rates are published by the Transcontinental Freight Bureau and the tariff is governed by the Western Classification. Varnish in cans, barrels or boxes, L. C. L. quantities, is classified 2nd class; in bulk, in jacketed or sheet metal cans, L. C. L., 1st class; in bulk, in barrels, L. C. L., 3rd class; in cans not in boxes or jacketed, L. C. L., D-I class; in packages named, straight or mixed carloads, carload minimum weight 30,000 lb., 4th class.

## CHAPTER XIV.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM SOUTHERN CLASSIFICATION TERRITORY TO OTHER POINTS.

- § 240. Vases.
- § 241. Vats.
- § 242. Vegetables, Fresh or Green.
- § 243. Vegetables, Dried.
- § 244. Vegetables, Salted or in Brine.
- § 245. Vehicles, Self-Propelling.
- § 246. Vehicles, Not Self-Propelling.
- § 247. Vehicle Parts and Vehicle Stock or Stuff.
- § 248. Waste.
- § 249. Wax.
- § 250. Weights.
- § 251. Wheels.
- § 252. Wood.
- § 253. Wool.
- § 254. Yarn.
- § 255. Zinc.
- § 256. Zinc Salts.



## CHAPTER XIV.

### CLASSIFICATION OF PROPERTY WITHIN AND FROM SOUTHERN CLASSIFICATION TERRITORY TO OTHER POINTS.

#### § 240. Vases.

Shipment of vases, ornamental for yards, moving from Chattanooga, Tennessee, to Memphis, Tennessee: Through rates are published, governed by the Southern Classification. This commodity, however, is not indexed in the Southern Classification, but if made of iron would properly come under the heading of ornaments, lawn, not otherwise specified, and would be rated according to the Southern Classification, Second-class, any quantity, as no carload rating is provided.

#### § 241. Vats.

A shipment of vats, wooden, N. O. I. B. N., moving from Memphis, Tenn., to Kingston, N. C.: Through rates are published in Washburn's Carolina Tariff, governed by the Southern Classification. Under the Southern Classification, set up, in L. C. L. quantities, these are classified D-I class; set up, in straight or mixed carloads, minimum weight 10,000 lb., 3rd class; knocked down, in boxes, bundles or crates, L. C. L., 6th class; knocked down, in packages or loose, straight or mixed carloads, minimum weight 36,000 lb., Class A.

#### § 242. Vegetables, Fresh or Green.

A carload of celery, moving from Memphis, Tenn., to Demopolis, Ala.: There is a through commodity rate,

minimum weight 20,000 lb., published by M. P. Washburn's Southeastern Tariff, which is the legal rate to apply.

### § 243. Vegetables, Dried.

A shipment of dried beans, moving from Nashville, Tenn., to Ackerman, Miss.: Through rate is published in this instance by M. P. Washburn and the tariff is governed by the Southern Classification. In the Southern Classification, beans, edible, N. O. I. B. N., shipped in bags, L. C. L., are classified as 4th class; in boxes, L. C. L., 4th class; in barrels, L. C. L., 4th class; in packages named or in bulk, carload weight 36,000 lb., 5th class. This basis would apply where no specific commodity rate is published.

### § 244. Vegetables, Salted or in Brine.

A shipment moving from Memphis, Tenn., to Tupelo, Miss.: The rate in this case is published by M. P. Washburn and the tariff is governed by the Southern Classification. Vegetables in salt or in brine are not classified in the Southern Classification; we refer to pickles as a commodity. Under the Southern Classification, when shipped in glass or earthenware, packed in barrels or boxes, L. C. L., they are classified as 2nd class; in metal cans or boxes, L. C. L., 3rd class; in buckets or pails, L. C. L., 3rd class; in barrels or kits, L. C. L., 4th class; in the packages named, in straight or mixed carloads, 6th class.

### § 245. Vehicles, Self-Propelling.

On one automobile, set up, moving from Chattanooga, Tenn., to Jesup, Ga., the through rate is published by Agent Hinton in Hinton's Chattanooga Tariff. Automobiles, when set up loose, minimum weight 2,500 lb. each, L. C. L., are classified in the Southern Classification by which the tariff is governed, D-1 class.



**§ 246. Vehicles, Not Self-Propelling.**

A shipment consisting of one hearse, moving from Albany, Ga., to Baltimore, Md.: Through rates are published by E. H. Hinton in his Eastbound Port and Interior Points Tariff, and the tariff is governed by the Southern Classification. Hearses, L. C. L., are classified 3 times 1st class.

**§ 247. Vehicle Parts and Vehicle Stock or Stuff.**

A shipment of vehicle parts, iron or steel, N. O. S., moving from Huntsville, Ala., to Nashville, Tenn.: The tariff in this case is published by E. H. Hinton and is governed by the Southern Classification with the exceptions as shown under Note 42, which should be consulted in order to determine the proper basis to apply. No exceptions are provided on this commodity, and it is proper to use the basis provided by the classification. In the Southern Classification vehicle parts, iron or steel, N. O. S., packed or wired in bundles, L. C. L., are classified 4th class L. C. L., and 6th class, carloads.

**§ 248. Waste.**

A shipment of sisal waste, pressed in bales, moving from Atlanta, Ga., to Valdosta, Ga.: The tariff naming the rate is published by E. H. Hinton, Hinton's Atlanta Tariff, and is governed by the Southern Classification. Under the Southern Classification this commodity, when shipped pressed in bales, is classified 6th class, any quantity.

**§ 249. Wax.**

A shipment of beeswax, moving from Charleston, S. C., to Greensboro, N. C.: The tariff naming the rate is Hinton's Port Carolina Tariff and is governed by the Southern Classification. Under the Southern Classification bees-

wax in barrels, boxes or bags is classified 1st class, any quantity.

### § 250. Weights.

A shipment of lead weights, moving from Opelika, Ala., to Minneapolis, Minn.: There are no through rates in effect and a combination rate is made on the Ohio River. The rate from Opelika to the Ohio River is published by Agent Hinton, in Hinton's Northbound Tariff, governed by the Southern Classification. Under the Southern Classification, sash weights, lead, are classified 5th class, any quantity. The tariff naming the rates from the Ohio River to Minneapolis is published by Agent Fulton and governed by the Western Classification. Under the Western Classification sash weights, lead, in barrels, boxes or crates, L. C. L., are 4th class, and in packages or loose, carload, minimum weight 36,000 lb., 5th class.

### § 251. Wheels.

An L. C. L. shipment of farm wagon wheels, moving from Knoxville, Tenn., to Jacksonville, Fla.: The through rate is published by Agent Hinton in his Knoxville Tariff and governed by the Southern Classification. Under the Southern Classification, farm wagon wheels, not finished, with or without tires, are classified in L. C. L. quantities 4th class.

### § 252. Wood.

A shipment of cedar wood, in the shape for lead pencils, moving from Chattanooga, Tenn., to Trussville, Ala.: The tariff naming the rate is Hinton's Chattanooga Tariff and is governed by the Southern Classification. Under the Southern Classification, wood, cedar, in shape for lead

pencils, packed L. C. L., is classified 3rd class; and in carload lots, 5th class.

### § 253. Wool.

A shipment moving from Montgomery, Ala., to Lancaster, S. C.: The through rate is published by Agent Hinton in Hinton's Southeastern Carolina Tariff. The tariff is governed by the Southern Classification, which classifies wool, N. O. S., when shipped in bags or bales, 2nd class.

### § 254. Yarn.

A shipment of silk yarn, moving from Chattanooga, Tenn., to Laurensburg, N. C.: The tariff naming the rate is Hinton's Southeastern Carolina Tariff, and is governed by the Southern Classification. Under the Southern Classification, when the value of this commodity is not specified and it is shipped in bales, bags or boxes, it is taken only by special contract. If the value is specified greater than \$1 per pound or less than \$5 per pound, in bales, bags or boxes, subject to general Rule No. 2, it is classified 3 times 1st class; agreed to be of value of \$1 or less per pound, in bales, bags or boxes, also subject to general Rule No. 2, 1½ times 1st class.

### § 255. Zinc.

A shipment of zinc, N. O. S., moving from Trussville, Ala., to Bristol, Tenn.: The tariff naming the rate is published by M. P. Washburn, and is governed by the Southern Classification. Under the Southern Classification, zinc, in barrels, boxes, rolls or sheets, is classified as 4th class, L. C. L.; in blocks or pigs, L. C. L., 5th class; carload lots, minimum weight 30,000 lb., 6th class.

**§ 256. Zinc Salts.**

A movement from Riverton, Ala., to Allendale, S. C.: The through rate is published by M. P. Washburn in Washburn's Decatur-Huntsville Tariff. It is governed by the Southern Classification. Under the Southern Classification, zinc salts or chloride of zinc, dry, when shipped in earthenware, packed in barrels or boxes, are classified 1st class; in metal cans, in barrels or boxes, 1st class; in bulk, in barrels, L. C. L., 4th class; and in bulk, in barrels, carload, minimum weight 36,000 lb., 6th class.

## CHAPTER XV.

### METHODS OF CLASSIFYING ARTICLES NOT DEFINITELY INDEXED IN THE CLASSIFICATION SCHEDULES.

- § 1. Aigrets, Artificial.
- § 2. Builders' Woodwork.
- § 3. Sliding Blinds, Inside.
- § 4. Powder for Destroying Bugs.
- § 5. Jardinieres.
- § 6. Cotton Piece Goods.
- § 7. Air Brakes.
- § 8. Woodwork.
- § 9. Envelopes and Paper in Boxes.
- § 10. Knives.
- § 11. Cows.
- § 12. Pearline.
- § 13. Fruit Trees.
- § 14. Type, for Recasting by Foundry.
- § 15. Theatrical Announcement Frames.
- § 16. Tin Pans, Set One Into the Other.
- § 17. Abdominal Bandages.
- § 18. Purina, Boxes of.
- § 19. Marten Skin Muffs.
- § 20. Blackberries.
- § 21. Seeders, Hand, Without Wheels.
- § 22. Transport Trucks, Two Wheels.
- § 23. Immortelles.
- § 24. Ladies' Dresses, Hospital.
- § 25. Raffia, in Bales.
- § 26. Stirrups.
- § 27. Lorgnettes.
- § 28. Melange.
- § 29. Rye.
- § 30. Rockalls.
- § 31. Gamboge.
- § 32. Faramel.

§ 33. Lorries.

§ 34. Dictaphones.

§ 35. Phonographs.

§ 36. Dictaphone Records.

§ 37. Copra.

§ 38. Chickens.

## CHAPTER XV.

### METHODS OF CLASSIFYING ARTICLES NOT DEFINITELY INDEXED IN THE CLASSIFICATION SCHEDULES.

Articles are frequently listed and rated in the body of the classification which are not definitely indexed therein, either by the use of a name different from their common trade name, or by the inclusion of such articles in a class or group of other articles to which the article in question is related. Thus, a "horse bit," used as the mouth-piece of horse bridles, is not found indexed in the commodity index of the classification under either "horse" or "bit," but is included in the general description of "saddlery hardware."

Some of the more important instances of indefinite indexing of classified articles are illustrated in the following sections:

#### § 1. Aigrets, Artificial.

The importation of natural aigrets into this country is unlawful. Artificial or imitation aigrets are classified under "millinery and millinery goods." The classification under Western Classification is the same as in Official Classification.

Under the Southern Classification artificial aigrets, made of hair, or used for the hair, as well as millinery trimming, are classified under "plumes," the class designated as "millinery goods, N. O. S.," specifically excluding feathers, plumes or stuffed birds. Both the Official and

Western classifications embrace "plumes, hair," in addition to "millinery and millinery goods," but the latter class is sufficiently comprehensive to include "artificial aigrets."

## § 2. Builders' Woodwork.

"Builders' woodwork," consisting of building materials, wooden—rough or dressed lumber, laths, shingles, window and door frames, sash, doors and blinds, columns, bases and capitals, cornices, mouldings, balusters, baseboards, casings, newel posts, stairwork and wainscoting—in the Official Classification is distributed throughout the classification in an alphabetical arrangement of the individual articles. Thus: Rough and dressed lumber, laths, columns, shingles, sash, doors, blinds, etc.

Under the Southern Classification the disposition is the same as in Official Classification.

In Western Classification articles comprising "builders' woodwork" will be found in "lumber and manufacturers of lumber," distributed in alphabetical arrangement of individual articles of builders' materials.

"Builders' woodwork" in the Southern Classification is included in "building material, wooden, consisting of rough or dressed lumber, lath, shingles, window and door frames, sash, doors and blinds, columns, bases and capitals, cornices, mouldings, balusters, baseboards, casings, newel posts, stairwork and wainscoting."

The term "builders' woodwork" is not a proper description of building materials, but such materials should be properly described as individual articles included in the shipment, and where the rating applies as "building material," and then designates what may be included as "building material," the description "building material" should only be applied to shipments of such designated articles.

In this connection, refer to classification indexes for such



materials as "ceiling," "paneling," "trimmings," "house finishing wood," "wainscoting," "wooden beading," "moulding," etc.

### § 3. Sliding Blinds (Inside).

Under the Official Classification inside sliding blinds should be classified as "window shades, not otherwise indexed by name," under "shades, with or without fixtures" group, unless such "blinds" were window shades made of bamboo, or inside porch blinds or shades made of bamboo, cloth or fibre, or wood slat, other than Venetian blinds. In the latter instances, however, they would be found under the same general head of "shades, with or without fixtures," and the rating would be the same L. C. L.; but in the case of porch shades, a C. L. rating of 3rd class, minimum weight 20,000 lbs., subject to Rule 27 is provided. The C. L. rating is not established for such shades when "window shades."

Under the Western Classification the rating is the same as in Official Classification; also under the Southern Classification.

### § 4. Powder for Destroying Bugs.

Powders or exterminators for destroying bugs or vermin are included in the group of "Insecticides and fungicides, agricultural and other than agricultural," in the Official Classification. They are indexed under the names of "insecticides" and "exterminators" and "fungicides."

Under the Western Classification the disposition is the same as in Official Classification.

### § 5. Jardinieres.

Under the Official Classification jardinieres are classified as "jardinieres, N. O. S., china, crockery, or earthenware." Also as bamboo, rattan or reed.

Jardinieres, in the Western Classification, are classified as "jardinieres, bamboo, rattan or reed," and china, crockery or earthenware jardinieres are classified under "pottery, earthenware and queensware, not otherwise indexed by name (including jardinieres and bases, earthenware, glazed or painted, not decorated), potters' pins or stilts, glazed pottery ornaments for fish globes or aquariums, and Tripoli filter blocks," and also under "pottery, jardinieres and jardiniere bases, not otherwise indexed by name" (which would include decorated jardinieres).

"Jardinieres," in the Southern Classification, are classified as "jardinieres, reed or wicker," and under "pottery," as "jardinieres, pedestals, towel urns (holders) or umbrella stands, earthenware or stoneware." A jardiniere, made of high valued chinaware, should be classified as "chinaware" under "pottery."

#### § 6. Cotton Piece Goods.

"Cotton piece goods" are classified under "Dry Goods" in Official Classification, including remnants.

Cotton piece goods are neither indexed nor enumerated in the dry goods group in the Western Classification. They are classified properly under "dry goods, not otherwise indexed by name, including chamois fibre, mosquito netting, silk noiles and camel's hair cloth, not otherwise indexed by name."

An important exception to this rating is carried as to cotton piece goods in Western Trunk Lines' exceptions and Southwestern Lines' exceptions to Western Classification.

Cotton piece goods, in the Southern Classification, are classified under "dry goods, cotton piece goods, N. O. S."

**§ 7. Air Brakes.**

"Air brakes" are classified in Official Classification under "brake equipment (air, steam or magnetic), N. O. S., not including main reservoirs," and "brake equipment main air reservoirs."

"Air brakes" are classified, in Western Classification, under "railway equipment and supplies—air brake material and friction draft gear cylinders."

"Air brakes," in Southern Classification, are classified under "brake equipment, air, steam or electric car, N. O. S."

**§ 8. Woodwork.**

"Woodwork" is an improper term to apply to any article or articles without designating the particular kind of woodwork, such as builders' woodwork, which is classified as "building material," postoffice and lock woodwork, sewing machine woodwork, etc.

"Woodwork" is classified as "sewing machine woodwork," finished and in the white, in the Official Classification.

The term "woodwork" might be applied to many of the articles designated as "furniture parts and stock and stuff," but such articles are excluded from the above ratings by the "N. O. S." notation, having been assigned specific descriptions in some other class or group of articles or individually.

"Woodwork" is given no such designation in the Western Classification, but such woodwork as might be included in building material, sewing machine stock or stuff, lock or postoffice woodwork, furniture stock or stuff, implement stock or stuff, vehicle stock or stuff, will be found specifically described under the specific article or group of articles. However, "wood" for plumbers' work, pyrographic wood,

sleigh wood, wagon or sled wood, carriage wood, built-up wood, etc., are specifically classified under their respective names.

"Woodwork" is indexed in the Southern Classification and classified. In the index it reads "Work, wood," but is classified under "woodwork" to include "balusters, wainscoting, stairwork, paneling, window casings, all of oak or other hard woods," for inside finish of houses, wooden cornices, for inside finish of windows, doors, or inside finish proper, and wooden cornices for outside finish. (See "Builders' woodwork," Sec. 2.)

This class of articles is what is generally contemplated in the term "woodwork," but, as is obvious, the term has little or no definiteness, and should not be used.

The term can be broad enough to include grille-work, lattice-work, fret-work, etc., when made out of wood, but such articles will be found specifically classified.

### § 9. Envelopes and Paper in Boxes.

Writing paper and envelopes, packed in pasteboard boxes,—the common boxes of stationery used for letter-writing purposes,—are called "papeteries." "Papeteries" are classified in connection with, but not as a part of, "paper articles," in Official Classification.

Envelopes and paper, writing, in boxes are classified, not as "papeteries," but under "paper" and "paper articles," in Western Classification. Stationery, N. O. S., is also included.

Envelopes and paper in boxes are classified in Southern Classification under "paper" and "paper articles." "Stationery, not otherwise indexed by name," is carried in this Classification.

## § 10. Knives.

The term "knives" is subject to many distinctions in classification. Pocket knives or jack-knives are a part of the hardware group; table knives, according to their material, may be either cutlery or silver-plated ware; and knives, may be agricultural implements or parts for agricultural implements, such as cane-knives, corn-knives, hay-knives, harvester-knives, band-cutter knives, ensilage cutter or stalk knives, mower-knives, or reaper-knives; iron and steel articles, such as plane blades or knives; putty-knives; or in a group of "knives," such as machine, mincing, and wood knives, N. O. S.

(See Agricultural Implements and Parts for Agricultural Implements; Iron and Steel Articles, Knives, and Putty Knives. See also Cutlery, Silver-Plated Ware.)

In the Western Classification "knives" are classified as band-cutter and self-feeder knives, cane-knives, corn-knives, ensilage-cutter knives, feed-cutter knives, harvester-knives, hay-knives, mower-knives, reaper-knives, and stalk-cutter knives, under the heads of agricultural implements and parts for agricultural implements; also under "knives" as iron, iron tinned and machine. Table knives are classified as "cutlery, including spoons, sheep shears, hair or horse clippers, gold or silver plated, or sterling silver."

In Southern Classification, knives are classified under "Agricultural Implements and Parts for Agricultural Implements," as cane, corn, and hay knives, and knives for band cutters and self-feeders, ensilage feed or stalk cutters, harvesters, mowers or reapers; also as "knives, machine, not otherwise indexed by name," and "knives or forks, iron, or tinned iron."

Cutlery is classified as such.

Silver-plated ware is classified under gold or silver plated

ware not otherwise indexed by name. Silver trimmed table ware, N. O. S., is classified as such.

### § 11. Cows.

Cows are not indexed as such in the Official Classification, but are classified under livestock.

Cows are included in the index to the Western Classification, but are included under livestock.

Southern Classification is the same as Official Classification.

### § 12. Pearline.

"Pearline" is a copyrighted trade-name for a washing powder, and is, of course, not indexed in the classification, but is classified under "washing powder." The Official Classification also carries a rating for "dry soap powder," indexed and classified under "powder."

Pearline, a washing powder, is classified in the Western Classification with soaps and washing compounds and powders, in certain items.

Pearline, a washing powder, is classified in the Southern Classification with soaps and washing compounds and powders.

### § 13. Fruit Trees.

Fruit trees are indexed in Official Classification as "trees, citrus," and "other than citrus," and classified under "nursery and florists' stock, other than cut decorative evergreens," as citrus and other than citrus, dormant, and as "trees" not dormant.

The Western Classification is the same as Official Classification; also the Southern Classification.

**§ 14. Type for Recasting by Foundry.**

Old type for recasting by foundry is not indexed as such, but "old type," loose in barrels, is classified under "type." Type is indexed as such. Old type for recasting is classified as type metal scrap in the Western Classification.

Old type for recasting by foundry is indexed in the Southern Classification as "type, old or damaged," and is classified as such, loose in barrels.

**§ 15. Theatrical Announcement Frames.**

This commodity is an advertising frame and should be classified accordingly.

**§ 16. Tin Pans Set One Into the Other.**

This commodity would be classified as "pans, nested."

**§ 17. Abdominal Bandages.**

This commodity is classified in the classifications under bandages, surgical or surgical bandages.

**§ 18. Purina, Boxes of.**

This commodity is a cereal preparation and sold under the trade name of Purina. It is not provided for in the three interstate classifications or the Canadian Classification. Cereal products and preparations are provided for and the rating given under these headings are the proper ones to apply.

**§ 19. Marten Skin Muffs.**

This commodity is not provided for in any of the three interstate classifications or in the Canadian Classification. In the Official Classification the proper rating to apply is that provided for "fur goods N. O. I. B. N." Under the Western Classification this commodity is provided for

under the heading of "furs," including manufactured furs as wearing apparel, coats, etc., and the proper rating to apply will be that given for furs, bear, beaver, fisher, link, marten, mink, otter and seal.

In the Southern Classification it would come under the heading of "fur goods N. O. I. B. N."

The Canadian Classification would classify as furs manufactured.

### **§ 20. Blackberries.**

This commodity is not specifically provided for in any of the three interstate classifications, but would come under the heading of "berries, fresh, other than cranberries." Under the Canadian Classification the rating for "fruits, fresh, N. O. S.," is the proper rating to use.

### **§ 21. Seeders, Hand, Without Wheels.**

This commodity is classified in the Official Classification as "seeders, hand, not wheeled," and in the Western Classification "seed sowers;" in the Southern Classification "sowers, seed."

### **§ 22. Transport Trucks, Two Wheels.**

In the Official Classification this commodity is indexed under "trucks, transport;" in the Western Classification "trucks, tongue," and in the Southern Classification "trucks, tongue."

### **§ 23. Immortelles.**

The dictionary defines this commodity to be an everlasting flower and the specific rating is provided in the three interstate classifications. This commodity is not specifically provided for in the Canadian Classification, but



would properly come under the heading of evergreen decorations and be rated accordingly.

**§ 24. Ladies' Dresses, Hospital.**

Dresses are articles of clothing and would be classified as clothing N. O. S.

**§ 25. Raffia, in Bales.**

The dictionary defines raffia as a palm fibre. This commodity is specifically provided for in the three interstate classifications, but is not so indexed under the Canadian Classification, which indexes this commodity as "fibre palm."

**§ 26. Stirrups.**

This commodity is specifically provided for in the three interstate classifications and under the Canadian Classification would be included under the heading of "hardware, saddlery."

**§ 27. Lorgnettes.**

There is no provision made in the three interstate classifications for this commodity, but reference to Webster's Dictionary will show that it is a name for opera glasses. Opera glasses are specifically provided for in the three interstate classifications and the rating given on opera glasses would be the proper rating to use. This commodity is specifically provided for in the Canadian Classification.

**§ 28. Melange.**

This is a name used in the Canadian Classification for broken eggs. No provision is made under this name in the three interstate classifications; so in the absence of specific

rating you would have to apply the rating for eggs, N. O. S., or N. O. I. B. N.

**§ 29. Rye.**

This commodity is not indexed in the Western Classification, but being a grain, the rating for grain N. O. I. B. N. is the proper rating to apply in the absence of a specific commodity rate.

**§ 30. Rockalls.**

This commodity is not provided for in either of the three interstate classifications, while it is indexed and classified in the Canadian Classification. Rockalls is a name given to hobby or rocking horses and the rating provided in the three interstate classifications on these commodities is the proper rating to apply.

**§ 31. Gamboge.**

This commodity is specifically provided for in the Canadian Classification, but it is neither indexed or classified in the three interstate classifications. Webster's Dictionary defines gamboge as a yellow gum, used for coloring, and in the absence of specific rating, this commodity would be given a rating provided for gum, N. O. I. B. N.

**§ 32. Faramel.**

This commodity is specifically indexed and provided for in the Canadian Classification, no rating, however, is given in the three interstate classifications. Faramel is a cattle food and would be given a rating provided for chopped straw, hay, ensilage, or other similar common cattle food.

**§ 33. Lorries.**

This commodity is indexed and provided for in the Canadian Classification, but is neither indexed or classified in

any of the three interstate classifications. Lorries are vehicles and would be rated accordingly.

#### § 34. Dictaphones.

Dictaphones are not specifically classified in any of the three interstate classifications, nor are they classified in the Canadian Classification. They are similar in every respect to a phonograph or talking machine and would be rated accordingly.

#### § 35. Phonographs.

Phonographs are not classified in either the official or western classifications, but talking machines are provided for and this rating would apply.

#### § 36. Dictaphone Records.

Dictaphone records are not classified in any of the three interstate classifications, nor in the Canadian Classification, but would be classified in the Official Classification under the head of records, talking machines, or cylinder talking machines. Under the Western Classification records, talking machine, are provided for and the same rating would apply to dictaphone cylinders or records. In the Southern Classification and Canadian Classification, they would be rated the same as cylinders, phonographs, or graphophone or phonograph records.

#### § 37. Copra.

This commodity is what is known as dried cocoanut meat and the rating is specifically provided for in the three interstate classifications, but no provision is made for this commodity in the Canadian Classification and it would have to be rated by analogy.

**§ 38. Chickens.**

The proper traffic term for "chickens" is poultry. Poultry, both live and dressed, is indexed in the Official Classification. Live poultry is classified as such, N. O. S., and is also classified to be included in shipments of household goods and emigrants' movables, including old or used furniture prepaid. Live poultry also includes pigeons.

Dressed poultry is classified under "poultry," dressed.

Dressed poultry in the Western Classification is indexed under poultry classified under "butter," when in mixed shipments with butter, butterine, oleomargerine, dressed poultry and eggs. Dressed poultry, straight, is classified under "poultry, dressed."

Live poultry is classified under "poultry or pigeons, live."

Dressed poultry is indexed as such, in the Southern Classification, under "meats—fresh meats (dressed beef, mutton, hogs, poultry, etc., in mixed carloads), and live poultry is classified under "poultry."

Dressed poultry is also classified under "meats," fresh, N. O. S., and "fresh," all kinds.

## **CHAPTER XVI.**

**METHODS OF CLASSIFYING ARTICLES, THE CLASS OF WHICH IS DETERMINED BY THE NATURE OR INHERENT TRANSPORTATION QUALITY OF THE ARTICLE.**

- § 1. Petroleum Tailings.**
- § 2. Slot and Automatic Chance Machines.**
- § 3. Rugs.**
- § 4. Slate.**
- § 5. Cement.**
- § 6. Pamphlets.**
- § 7. Shingles.**
- § 8. Roller Book Shelves.**



## CHAPTER XVI.

### **METHODS OF CLASSIFYING ARTICLES, THE CLASS OF WHICH IS DETERMINED BY THE NATURE OR INHERENT TRANSPORTATION QUALITY OF THE ARTICLE.**

All articles of commerce are fundamentally classified in the Interstate Classifications. The term "fundamentally classified" is used in the sense that the descriptions and ratings of articles and groups of articles specifically named may be used for measuring relatively the class-assignment of articles not specifically named. This means that aside from a purely mechanical use of the index of commodities and the descriptive rating portion of the classification schedule in determining the rating of a given article, a knowledge of inherent freight or traffic qualities of an article not named in either the index of commodities or the descriptive rating portion must be employed in assigning it to a class-rating of analogous articles. Articles of this nature may be resolved into two classes: (1) Articles of a kind recognized in the classification, but which are commonly known by a trade-name; and (2) articles which are new to the classification because of a modified form or consistency of some other recognized commodity or substance.

#### **§ 1. Petroleum Tailings.**

Petroleum tailings is the residue remaining in petroleum refining tanks. Petroleum wax tailings is the residue from petroleum wax, in the form of a thick dark

colored oil, very much heavier than petroleum tailings. None of the interstate classifications formally describe and rate petroleum tailings, but the Western Classification rates specifically "petroleum wax tailings." The relation of petroleum tailings to "petroleum and its products," which is classified in all of the classifications, helps to assign it to its class, but information relative to its use is required in order properly to classify it. Petroleum tailings is sometimes called "residuum," and its use, as a dust preventive or road binder, when mixed with 30 per cent or more of asphaltum, gives it the name of "road oil." The Southern Classification, when petroleum tailings is thus used, classifies it under the heading of Road Oil. From Kansas and Oklahoma producing points, where commodity rates are published on petroleum tailings this commodity is placed on the same basis as Road Oil. This is the rating which should be given when no specific rating is provided.

## § 2. Slot and Automatic Chance Machines.

In the case of "slot-machines," a trade-name for automatic vending machines, the fundamental unit of classification, is a "machine," with consideration as to the manner of operation and the purpose for which it is used. These machines are operated by inserting a coin in a slot. They have for their purpose the sale of confectionery, chewing gum, postage stamps, peanuts, etc. In the Southern Classification this kind of a machine is classified 1st class, while automatic chance machines, known as gambling devices, are classified double 1st class. Both rating apply on the shipment of any quantity. In the Official Classification, automatic slot machines are classified first class, for any quantity. In the Western Classification, automatic vending machines are not indexed and would be properly



classified under the heading of machines N. O. I. B. N., as 1st class. Gambling devices, such as coin operated gambling machines, are classified double 1st class. The importance of knowing just what kind of a machine is being shipped is, therefore, apparent in determining the proper class rating.

### § 3. Rugs.

The class rating on rugs depends much upon their value. Under the Official Classification they are classified as "Oriental" and "Other than Oriental." A much higher rating is given the Oriental product, of course, than is given the common rug made of hemp, jute or fibre. The Western Classification, while not specifying any particular kind of rugs, bases the class rating on the invoice value, consequently the high priced rugs are rated on a higher basis than the cheaper grades. In the Southern Classification no distinction is made and Rugs N. O. S. are classified 1st class, any quantity.

### § 4. Slate.

The importance of knowing the inherent nature of the article shipped and the necessity of giving it the proper class description is demonstrated in the shipping of slate. Slate is used for curbing, flagging, paving, lintels, window sills, copings, stairways, ridge poles, roofing, school slates, pool and billiard table tops. There is silicated slate, marbleized slate, dust or ground slate, scrap slate, slate in rough block or slabs, slate, other than rough quarried or dressed. Under the Official Classification, in L. C. L. shipments, slate is classified as high as 2nd class, and as low as 4th class, depending entirely for what purpose used and in what manner it is shipped.

### § 5. Cement.

There are various kinds of cement. The proper classification depends entirely on a definite description of the commodity. In other words, the kind of cement which is being shipped. Under the Official Classification asphalt cement, in L. C. L. lots in barrels, is classified 4th class. Furnace cement takes R. 26; linoleum cement, 3rd class; magnesia cement, R. 26; metallic cement, 3rd class; and natural or Portland cement (building), 4th class. In all other classifications, this commodity is given a rating, based on the kind of cement which constitutes the shipment.

### § 6. Pamphlets.

Under the Western Classification, when pamphlets are shipped for advertising purposes, they are rated, in L. C. L. lots, 2nd class and C. L. lots, 3rd class. For educational purposes or uses other than advertising, pamphlets are rated as 1st class.

### § 7. Shingles.

There are several kinds of shingles classified, such as wooden, asbestos, asphalt, copper, iron or steel, tin, etc. Under the Western Classification, wood shingles, in L. C. L. lots, are classified 4th class; asbestos shingles, 3rd class; asphalt shingles, 4th class; tin or iron shingles, 4th class; copper shingles, 2nd class; and asbestos covered steel shingles, 3rd class. Hence, it can readily be seen that it is necessary to know the nature of the article in order to properly classify it. It also follows that it is necessary to give to the carrier the proper description of the commodity, so that the proper charges may be assessed.

**§ 8. Roller Book Shelves.**

Roller book shelves are made of metal and are used in connection with iron or steel, office, bank or vault furniture. Their traffic characteristics are entirely those of iron or steel office furniture, and they are classified under this description in the classification.



## **CHAPTER XVII.**

### **METHODS OF CLASSIFYING ARTICLES NOT PROVIDED FOR IN THE CLASSIFICATION SCHEDULES.**

**§ 1. When Articles Are Not Classified.**

**§ 2. How to Get Articles Classified When Not Provided for in the  
Classification Schedules.**

**§ 3. Information Required.**

- (1) The Article.**
- (2) Manner of Shipment.**
- (3) Density.**
- (4) Risk.**
- (5) Volume.**
- (6) Equipment Required.**
- (7) Movement.**
- (8) Competition.**

**§ 4. Presentation of Application for Classification.**



## CHAPTER XVII.

### METHODS OF CLASSIFYING ARTICLES NOT PROVIDED FOR IN THE CLASSIFICATION SCHEDULES.

#### § 1. When Articles Are Not Classified.

This chapter brings us to the consideration of the second class of articles mentioned in the preceding chapter, that of new articles not classified. It seems like begging the question to say "new articles not classified," inasmuch as we have just said that all articles are fundamentally classified. So we must consider the class of articles illustrated in this chapter to consist of those articles which are (1) sufficiently a modification of formally recognized articles to warrant the assignment of a separate class-rating, and (2) entirely new articles.

Recently a feed cooker was put upon the market. It consisted of a large circular tank, entirely closed to carry steam pressure, with pressure gauges, heating attachments, etc. The entire cooker weighs about 2,000 pounds. The weight and size of this cooker precludes its classification with domestic cookers. It is used for the cooking and steaming of stock feed. The Official Classification provides a rating for "stock-feed cookers." This class of cooker, however, is much smaller than the cooker mentioned. This classification also rates tank heaters, sheet, the same as the stock-feed cookers, but when cast, the rating is lower.

In Western Classification "tank heaters," which the article under consideration really is, are rated under

"stoves and stove furniture, furnaces," etc. It also classifies "stock-feed cookers."

The Southern Classification classifies "stock-feed cookers or steamers," but not tank heaters.

"Stove furniture," in the Southern Classification, limits furnace kettles and cooking pots included in it to 27 inches in diameter.

The proper rating, therefore, for the feed cooker of the size and kind under consideration is "tank heater" in both the Official and Western classifications, and "stock-feed cooker" in the Southern Classification. The L. C. L. rating on the tank heater is 3rd class, and on the stock-feed cooker 1st class.

## **§ 2. How to Get Articles Classified When Not Provided for in the Classification Schedule.**

It is customary for carriers to instruct their agents to report to the general freight department all articles presented for transportation which are not already formally classified. However, if it is desired to have an unclassified article properly classified and included in the schedule, application should be made both to the carrier interested and to the classification committee having jurisdiction over the territory in which the article moves. It is a courtesy first to extend the application to the carrier, and in presenting application for classification to the classification committee, copy of such application should be furnished to each and every carrier interested in the transportation of the article.

Each of the classification committees provides specific forms to be filled out and submitted by the shipper, and these forms, when filled in with the necessary information, should be accompanied with a sample of the article itself, provided it is not too large, or a working model, in miniature, or adequate drawings or photographs to inform the



classification committee just what the article is with which it is requested to deal.

### § 3. Information Required.

Full information regarding the following traffic and commercial elements of an article should be furnished to both the carrier and the classification committee:

(1) The article:

- Name;
- Substance;
- Shape;
- Use.

(2) Manner of Shipment:

- Method of packing;
- Package used;
- Quantity in package;
- Season of shipment;
- Internal packing;
- Internal containers used, if any;
- Condition of article, whether K. D. or S. U.

(3) Density:

- Weight of single article;
- Weight of shipment unit;
- Cubic dimensions of article or unit of shipment;
- Differences in weight when K. D. or S. U.

(4) Risk:

- Commercial value;
- Liability to breakage in transit;
- Experience during any period of past shipment;
- Care needed in transit;
- Care needed in handling;
- Whether extra hazardous or not;
- Liability to damage or contaminate other goods;

Effect of atmospheric or climatic conditions upon shipment.

(5) Volume:

Quantity of shipments in any given period;  
Whether seasonal in shipment;  
Effect of present rates on volume of traffic.

(6) Equipment required:

Whether box, flat, or gondola cars; condition of cars;  
Movement of empty equipment necessitated in order to handle traffic;  
Whether special equipment required, such as refrigerator or ventilator or stock cars or tank cars.

(7) Movement:

Local;  
Through;  
Point of production;  
Selling or consuming territory.

(8) Competition:

Commercial;  
Traffic.

It must be understood, of course, that only those elements should be covered which are pertinent to the particular article being presented for classification.

The following form of application for classification of an article before the Western Classification Committee is typical of such applications:

THE WESTERN CLASSIFICATION COMMITTEE

Room 1828 Transportation Building

608 So. Dearborn Street

Chicago

Description of Articles

Please answer each question, giving detailed description and furnish sample when practicable, or illustration.

Date.....191...

1. Name and full description of article:.....  
.....
2. Uses: .....
3. Made of: .....
4. How packed for shipment:  
    Less carloads: .....
- Carloads: .....
5. If knocked down, to what extent:.....
6. Dimensions and weight of article or package:.....
7. Weight per cubic foot:.....
8. Value of article:.....
9. Value per cubic foot:.....
10. Weight that can be loaded in standard car 36 feet in  
    length, 8 feet 6 inches wide and 8 feet high (inside  
    measurement): .....
11. Is the article shipped in straight carloads:.....
12. If shipped in straight carloads, how many cars per an-  
    num: .....
13. If shipped in mixed carloads with other articles, men-  
    tion the articles:.....  
.....
14. Where produced:.....  
.....
- Remarks: .....
- .....
- Signature .....
- Address .....

**§ 4. Presentation of Application for Classification.**

The method of procedure before a classification committee is entirely informal, and, in fact, there are no recognized rules of practice or procedure before such a committee, other than the usual observance of such general rules as will bring about the transaction of business with the greatest dispatch and detail.

As soon as an application is formally made for new classification or change in existing classification of an article, it is entered upon the docket of the committee. The carriers interested are notified, and a time is fixed for the hearing of the entire docket, including all applications on such docket. The applicant is notified of the time of hearing and at such hearing is given opportunity fully to present all facts bearing upon the proper classification of an article. In theory this plan seems eminently satisfactory, but in practice, the difference in view points of the shipper and the representatives of the carriers often proves a barrier to the equitable adjustment of an article in the classification. This much, however, must be said of these conditions today,—that shippers are now accorded greater latitude in the presentation of their facts than formerly and the members of classification committees are devoting themselves to the problems of traffic with much greater regard for the commercial necessities than in the past.

## CHAPTER XVIII.

### FREIGHT QUALITIES OF ARTICLES AS FACTORS OF CONSIDERATION IN THEIR CLASSIFICATION.

- § 1. Automobiles, New and Second-hand, L. C. L.
- § 2. Brick, "In Carloads."
- § 3. Bags, Paper, and Wrapping Paper.
- § 4. Burial Vaults.
- § 5. Incubators and Brooders.
- § 6. Bicycles.
- § 7. Horse Blankets.
- § 8. Brushes, and Wire Brushes.
- § 9. Cotton Piece Goods, Cotton Shoddy, Cotton Waste.
- § 10. Triple Cloth.
- § 11. Garments, Cotton and Wool.
- § 12. Cannel Coal.
- § 13. Coffee Percolators.
- § 14. Granulated Cork and Cork Shavings.
- § 15. Gas Mantle Fabrics.
- § 16. Glue Stock.
- § 17. Petroleum and Its Products.
- § 18. Masurite.
- § 19. Cameras and Camera Stands.
- § 20. Motorcycles, Motor Bicycles.
- § 21. Multigraphs.
- § 22. Mohair.
- § 23. Spring Freight Vehicles.
- § 24. Eastern and Western Wool.
- § 25. Suggestions to the Shipper.



## CHAPTER XVIII.

### FREIGHT QUALITIES OF ARTICLES AS FACTORS OF CONSIDERATION IN THEIR CLASSIFICATION.

#### § 1. Automobiles, New and Second-Hand. (L. C. L.)

In the last three years some very material changes have been made in the minimum weights applied to automobiles, N. O. S. set-up, not boxed or crated, L. C. L. Whereas in 1909 the minimum weights under the Official Classification were 8,000 lbs. each, and 5,000 and 6,000 lbs. under the Western and Southern classifications, automobiles are now rated:

##### Official Classification:

Vehicles, Self-Propelling.

N. O. S. (including automobiles, N. O. S.)

Not boxed or crated: Loaded in box cars, actual weight, but not less than 2,000 lbs. each,  $2\frac{1}{2}$  times 1st class; loaded on flat or gondola cars, actual weight, subject to minimums provided in Rules 7 "B," "C" and "D,"  $2\frac{1}{2}$  times 1st class; crated, actual weight, D-1 class; boxed, actual weight,  $1\frac{1}{2}$  class; minimum weight 10,000 lbs. (subject to Rule 27), 110 per cent of 1st class.

##### Western Classification:

Self-Propelling Vehicles, not otherwise indexed by name, with or without bodies L. C. L.:

With or without fixed or standing tops, not in boxes or crates, minimum 2,000 lbs. each, subject to Rule 20, D-1 class; with fixed or standing tops, in boxes or crates, D-1 class; without fixed or standing tops, in boxes or crates,  $1\frac{1}{2}$  class.

Self-Propelling Vehicles, not otherwise indexed by name, with or without bodies, carload minimum weight 10,000 lbs., subject to Rule 6-B, 1st class.

Southern Classification:

Automobiles, or other Self-Propelled Vehicles, not otherwise indexed by name (see notes):

Chassis or Open-Bodied Trucks:

S. U. loose, minimum weight 2,500 lbs. each, L. C. L., D-1 class; S. U. in boxes or crates, actual weight, L. C. L., D-1 class; K. D. in boxes or crates, actual weight, L. C. L., 1½ class; S. U. or K. D., straight or mixed C. L. or in mixed C. L. with axles, frames, radiators, engine or gear parts, wheels or wheel rims or channels, minimum weight 11,000 lbs., 2nd class.

Other than Chassis or Open-Bodied Trucks:

S. U. loose, minimum weight 2,500 lbs. each, L. C. L., D-1 class; S. U. in boxes or crates, actual weight, L. C. L., D-1 class; K. D. in boxes and crates, actual weight, L. C. L., 1½ class; S. U. or K. D., straight or mixed C. L. or in mixed C. L., with axles, chassis, open-bodied trucks, bodies, tops, radiators, engine or gear parts, wheels or wheel rims or channels, minimum weight 10,000 lbs., 1st class.

While the rating in the Official Classification is one-half times higher than in either of the other classifications, the charge resulting under the higher general basis of rates under the Western and Southern classifications about equals that under the Official Classification.

Two elements largely control the classification of automobiles, set-up, uncrated or boxed, in L. C. L. lots, i. e., the freight quality of value and the resultant risk to the carrier, and the condition of cost of handling automobiles on wheels. No distinction is made between new and second automobiles. Automobiles, when new, vary in



value from \$300 to \$10,000. They become second-hand practically as soon as they leave the shops where they are produced. Few articles of freight are more dangerous to handle, more unsatisfactory to transport, than the modern automobile uncrated or unboxed. If the machine requires transferring in transit, it must be handled with extreme care to prevent damage, and it must be so loaded with other freight that it may not receive injury from such surrounding freight. The cost of repairs to automobiles is extremely high. A small injury produces a gross damage to an automobile far in excess of the revenue it returns for its transportation.

In all its freight qualities the automobile today is most closely related to ambulances, barouches, breaks, hacks, etc., each of which is rated and charged a higher aggregate transportation charge than automobiles. The volume of traffic in automobiles is so vastly in excess of the volume of traffic in these other passenger vehicles that the automobile is rightfully accorded a generally lower basis. In the Official Classification ambulances, barouches, breaks, broughams, coupes, hearses, herdicks, victorias or wagonettes, S. U., not crated or boxed, minimum weight 6,000 lbs. each, L. C. L., are rated 1st class; in the Western Classification, passenger vehicles, N. O. S., S. U., minimum weight 5,000 lbs. each, L. C. L., 1st class. In the Southern Classification, these articles are rated at three times 1st class, in L. C. L. lots, at actual weight.

The application of one rate to all machines, irrespective of whether the machine be an old one or new, is often deemed by shippers to constitute discrimination. Inasmuch as the predominating element in the classification of all these passenger vehicles, when set-up and uncrated or unboxed, L. C. L. lots, is their value, it may logically seem that where there is material difference in value between

units of the same article, a rating of a sliding-scale nature should be provided; or, in other words, that the rating should be graduated according to differences in value. But where may we draw the line with the automobile? In one view, the moment the automobile leaves its factory it is second-hand. If it is delivered to a customer, it is second-hand, and could never be sold again as a new machine. However, there is a vast difference between the value of that automobile after it has been driven but once by its first-owner and when it has been run for several years and become generally deteriorated in value. Unquestionably there is material difference in value, and therefore a difference in the risk which the carrier assumes, provided the machine is totally destroyed in transit, but the cost to the carrier of replacing even a second-hand automobile would be so much greater than the cost of replacing almost any other piece of machinery subject to transportation, compared with the revenue received by the carrier, that it is practically impossible for the carrier to differentiate as to the second-hand machine with anything like justice to itself. On the other hand, the cost to the carrier is the same if it compensate for or replace a broken wheel, or a broken axle, or other part of an automobile, whether the damaged automobile be a new one or a second-hand one in the last stages of operating repair.

## § 2. Brick. (C. L.)

Brick usually moves from producing points on commodity rates.

Brick traffic is very desirable to the railroads. It loads to the maximum carrying capacity of cars, and its susceptibility to loss or damage is negligible. These elements in themselves call for a low rate.

The Interstate Commerce Commission first gave con-

sideration to the classification of brick, in Official Classification territory, in the Stowe-Fuller Company case, reported in 12 I. C. C. 215. This action was brought on June 13, 1907, and decided 11 days later, on the 24th of the same month. The classification then in effect rated differently the grades of brick known as building, fire and paving brick, the higher rating applying on fire brick. The holding of the Commission in the Stowe-Fuller case was confined to the points involved in that case, and the order directed that from those points the three grades of brick above mentioned should be accorded the same rates. The order in the Stowe-Fuller case was later, on September 12, 1907, suspended by the Commission, pending an adjustment by the carriers in Central Freight Association territory in line with such order. The rate adjustment did not take effect, however, until January 2, 1908, when the carriers put into effect a rate of 22½ cents per 100 pounds on fire, building, and paving brick, Chicago to New York, applying generally from Central Freight Association points to all points in Trunk Line territory and scaled down to points intermediate.

While the subject of brick rates will be dealt with in a later section, it is interesting to refer to the history of brick rates in Central Freight Association territory. In the first place, a radical difference in the eastbound and westbound rates has existed for some years. About 1897 the rate on all brick eastbound from Chicago was 20 cents. This meant that the base rate was fixed to New York and the points in Central Freight Association territory took their fixed percentages of that base rate. This rate of 20 cents remained in effect until January, 1900, when it was increased to 25 cents. Almost immediately, upon complaint from paving-brick shippers, the rate on paving-brick was reduced to 22½ cents, and in May, 1900, a new scale

was put in as follows: Fire brick, 25 cents; building brick, 22½ cents; and paving brick, 20 cents. In June, of the same year, the rate of 22½ cents was applied to both building and paving brick. In September, 1904, the rates were again changed, and fire brick was charged 25 cents, and building and paving brick, each 20 cents. The exceptions which existed to the straight scaling down of these rates to all intermediate points will be found under the subject of "Rates on Brick." The Interstate Commerce Commission, in *Metropolitan Paving Brick Co., et al., vs. A. A. R. R. Co., et al.*, 17 I. C. C. R. 197, decided November 26, 1909, reduced the Chicago-New York eastbound rate on brick to 21 cents per 100 pounds, to be scaled down at intermediate points according to established percentages, and applying on building, fire, and paving brick shipped in carloads from points in Central Freight Association territory to Trunk Line territory.

Common building brick, while included in the classification of brick, has but little place in the fixing of such a classification. It possesses no traffic significance except locally. It is produced from ordinary clay at brick kilns in practically every community and moves on low commodity rates over very short distances. In fact, it frequently happens that a difference in the rate of a few cents per ton is sufficient to prevent this cheap grade of local brick from competing twenty miles from its point of production. Common building brick furnish the extreme of low value and short haul, and enameled and high-class brick furnish the other extreme of valuable and infrequently moved brick. This high-class brick includes brick used for refractory purposes. The entire movement of all this high-valued special brick is about one-hundredth of one per cent of the brick traffic in Central Freight Association territory.

These two extremes have little or no place in a classification of building, fire and paving brick.

Considering first the freight qualities of building, fire and paving brick: While there are some differences in sizes, the ordinary 9-inch commercial brick is the average unit of size for each. In some cases, paving brick are made in block size, but their density does not vary. The average weight of each of these three grades of brick is approximately 7 pounds, or  $3\frac{1}{2}$  tons to the thousand. These brick may be loaded to the full ten per cent in excess of marked capacity of the car. The average load is 63,000 pounds per car. In loading brick into a car, a certain amount of straw is used for packing, but the quantity is negligible compared with the weight of the brick. In the loading of enameled brick, a twist of straw is required between each two bricks. But enameled brick are of extreme value, and hence not necessarily a part of the classification of ordinary commercial brick.

There is little difference in the average value of building, fire or paving brick. Pressed brick vary in value to as high as \$300 a thousand, but average only \$18.00, while enameled brick run as low as \$15.00 a thousand, but average \$55.00 a thousand.

Building brick average from \$5.00 to \$16.00, fire brick as high as \$18.00, paving brick sometimes as low as \$9.00 and \$10.00. Reduced to a ton basis, they average \$5.00 per ton for fire brick, \$4.00 per ton for building brick, and \$3.00 per ton for paving brick or blocks.

Brick are both hand-made and machine-made. Different grades are made from the same clay, in the same plant, and, in some plants, fire, building, and paving brick are produced from the same clay, and burned at the same time in the same kiln. The hottest part of the kiln produces

paving brick, the medium-burned building brick, and the least burned are used as fire brick.

The freight qualities of fire, building and paving brick present no differences in value, risk, bulk, weight, handling, susceptibility to loss or damage, the cost of the service to the carrier, nor in the circumstances and conditions of transportation in Official Classification territory of such significance as to warrant a difference in classification.

**§ 3. Bags (Paper), and Wrapping Paper, Mixed Carloads.**  
Official Classification:

Bags: Paper bags, not otherwise indexed by name, not printed: In bales, boxes, bundles or crates, L. C. L., 3rd class; same, minimum weight 36,000 lb., C. L., 5th class.

Paper: Wrapping, N. O. S., in bundles, rolls, crates or boxes, L. C. L., 3rd class; same, minimum weight 36,000 lb., C. L., 5th class.

Western Classification:

Paper: Bags, N. O. S., in bundles or boxes, L. C. L., 3rd class; same, minimum weight, 36,000 lb., C. L., 5th class.

Wrapping, N. O. S., in bundles, boxes or crates, L. C. L., 3rd class; same, minimum weight 36,000 lb., C. L., 5th class.

Southern Classification:

Bags: Papers, N. O. I. B. N., not printed, in bundles, bales, boxes or crates, L. C. L., 5th class; same, minimum weight 30,000 lb., C. L., A class.

Paper: N. O. I. B. N., unruled, L. C. L., 4th class; same, minimum weight 24,000 lb., C. L., 6th class.

The commodity relationship in freight qualities of paper bags and wrapping paper is treated upon an equal footing

in each of the three general classifications; i. e., less-than-carload quantities of each are in the same class, and the carload quantities are rated similarly.

Wrapping paper and paper bags are generally used by the same class of tradespeople for the same purposes. The local groceryman uses as much of one as he does of the other. He buys each either through a general grocery and sundries jobbing house or from a paper and bag supply concern. Hence, these interior or middle jobbers must carry a sufficient stock of both wrapping paper and paper bags to meet the necessities of the local consumer. This has necessitated a movement of these two articles in mixed quantities. This may be done in both the Official and Western territories, but not in the Southern.

In Official Classification territory the application of carload rates to mixed carloads has been quite generally permitted for many years. Rule 10 of the Official Classification, as it now stands, seems to be ideally broad and satisfactory in this respect, since it meets a great economic requirement of the distribution of commerce equally throughout a given territory rather than the concentration of all the commerce of the territory in a dominating commercial center or centers. Under Rule 10 of the Official Classification mixed carloads of wrapping paper and paper bags may be moved at carload rates. The same rule prevails under the Western Classification (Rule No. 21). Under the Western Classification mixed carloads at carload rates have been much more restricted than under the Official. In the consideration which was given to suspended issue No. 51 of the Western Classification, shippers demanded that a rule similar to Rule No. 10 of the Official be incorporated into the Western Classification. Some of the more important considerations for the universal extension of carload rates to mixed carloads are as follows:

(1) Economy in transportation:

Reducing loading and unloading expenses; expense of billing and weighing thousands of packages, as compared with reduction of these numbers under carload units; warehouse expenses reduced; labor cost minimized; clerical and office expense reduced.

(2) Economy in terminals:

Costly terminals are now devoted to high-class package and high-class team-track freight, whereas under a mixed carload unit rule, shippers would tend more and more to the provision and use of their own terminals; great reduction in congestion at terminals due to greater distributive area covered by shippers' terminals.

(3) Efficiency in transportation:

Quicker and more regular despatch of high-class freight under carload unit; minimum liability to loss or damage; handling expense reduced by concentration of thousands of packages into comparatively small number of lots; freight tracing minimized; when necessary, however, it will amount to the tracing of a car rather than of a package.

(4) Increased car efficiency:

Great increase in carload units; added tonnage per car.

Wrapping paper and paper bags are very cheap articles of commerce. In the Southern territory, where they sell at higher prices than in the northern and western portions of the country, they bring from 4 to 5 cents per pound. There are very few dealers in these articles in the South. The manufacturers of paper bags are mostly north of the Ohio and Potomac rivers. Large quantities of wrapping paper and paper bags are shipped annually into the southern part of the country from Cincinnati, Louisville, Middletown, Ohio, Baltimore, Md., and some from Rich-



mond, Va. Many dealers and shippers of these articles only handle one class; i. e., one dealer sells and ships wrapping paper, and another dealer sells and ships paper bags, and still another jobber sells and ships both wrapping paper and paper bags. The dealer in both articles does not object to carload rates applied to mixed carloads of the articles, but the shipper of one or the other of the articles does. The dealer in the one article might be prohibited from selling anything less than carload quantities. These latter dealers have resisted most vigorously and successfully all attempts to incorporate into the Southern Classification a rule extending carload rates to mixed carloads.

It is worthy of note, however, that the Railroad Commission of the State of Georgia requires the railroads to apply carload rates on intrastate shipments, in that state, of wrapping paper and paper bags in mixed carloads. This rule works to the direct benefit of the dealers in wrapping paper and paper bags located at Atlanta, Ga.

In a case in which this question was before the Interstate Commerce Commission, the Commission declined to require the Southern Classification carload ratings to be extended to mixed carloads of wrapping paper and paper bags. (See *Paper Mills Co. vs. Penna. R. R. Co., et al.*, 12 I. C. C., 438.)

#### § 4. Burial Vaults (Cement and Iron), L. C. L.

##### Official Classification:

Grave vaults: Cement, slate or stone (artificial or natural): S. U. in boxes or crated, L. C. L. 1st class; S. U. in packages or loose, C. L., minimum weight 12,000 lb. (subject to Rule 27), 2nd class; K. D. in boxes or crates, 3rd class; K. D. in packages or loose, C. L., minimum weight 36,000 lb., 5th class.

Iron or steel: S. U., L. C. L., 1st class; S. U., C. L., minimum weight 12,000 lb. (subject to Rule 27), 2nd class; K. D., crated or boxed, or in bundles, L. C. L., 2nd class; minimum weight 36,000 lb., C. L., 5th class.

Wood and iron combined: K. D. flat, L. C. L., 2nd class; K. D. flat, C. L., minimum weight 36,000 lb., 5th class.

**Western Classification:**

Grave vaults: Cement, slate or stone (artificial or natural): S. U. in boxes or crates, L. C. L., 1st class; S. U. in packages or loose, C. L., minimum 12,000 lb. (subject to Rule 6-B), 3rd class; grave vaults, K. D., crated or boxed, L. C. L., 4th class; C. L., minimum weight 36,000 lb., 5th class.

**Southern Classification:**

Vaults, grave: Cement or concrete, L. C. L., 4th class; same, C. L., 6th class.

Iron and steel articles: Vaults, grave, any quantity, 2nd class.

Formerly cement burial or grave vaults, in less-than-carload quantities, were rated in Official Classification at 2nd class, in a general class including iron, slate and stone vaults. The present adjustment is more equitable, but the 3rd-class rating on cement grave vaults, from the standpoint of freight qualities of a cement burial vault and an iron or steel grave vault, seems still unnecessarily high. With the fact that both articles are used for the same purpose, the similarity of cement and iron grave vaults ends, from a transportation standpoint.

A cement vault weighs about 1,800 pounds; an iron one about 450 pounds. The iron vault is generally so constructed that it must be shipped set-up ready for use; whereas, the cement vault is knocked-down and shipped

in sections. The loading space occupied in a car by a knocked-down cement vault is 50 cubic feet, and of an iron or steel vault 44 cubic feet. The 50 cubic feet of space contains over 1,800 pounds; the 44 cubic feet less than 500 pounds.

The cost of construction and material in a cement vault is much less than that of iron vaults. No skilled labor is required in the construction of cement vaults, while iron and steel vaults require an extensive plant with expensive machinery and tools, which must be manipulated by skilled laborers.

The average price to dealers of iron grave vaults is from \$30 to \$50, while the average price of cement vaults is from \$20 to \$30.

The risk on cement grave vaults is practically negligible, if actual experience is to be accepted. For a period of one year over the lines of certain carriers, 1,308 of these cement burial vaults were shipped, with a total loss of \$89, all due to breakage. These same 1,308 vaults paid to the carriers in freight charges the sum of \$4,638.71. So, the factor of risk, to be accounted with in fixing the rating, is only about .0192 per cent of revenue produced. These 1,308 vaults contained 14,388 sections, and the breakage suffered was confined to 35 sections. Thus the element of risk is negligible.

The revenue-producing qualities of each of the articles, the cement and the iron vault, are about three times in favor of the cement vault, under the present ratings.

The convenience and expense of handling a cement vault, knocked-down, flat, and crated, is the only factor which is favorable to the iron vault.

From the standpoint of freight qualities the cement grave vault, in less-than-carload quantities, is entitled to

a much lower rating than the iron burial vault in like quantities.

### § 5. Brooders and Incubators.

#### Official Classification:

Brooders: S. U. or with legs detached or folded against body, in boxes or crates, 1st class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb. (subject to Rule 27), 3rd class; K. D. flat or folded flat, in boxes or crates, Rule 25; K. D. flat or folded flat, in packages named, C. L., minimum weight 24,000 lb. (subject to Rule 27), 3rd class.

Incubators: S. U. in boxes or crates, L. C. L., 1st class; legs detached or folded against body, in boxes or crates, L. C. L., 2nd class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb. (subject to Rule 27), C. L., 3rd class; K. D. flat, in boxes or crates, L. C. L., Rule 25; K. D. flat, in packages named, C. L., minimum weight 24,000 lb. (subject to Rule 27), 4th class.

#### Western Classification:

Note—Ratings include the equipment of heating apparatus, which, when detached, must be in barrels, boxes or crates.

Note—Ratings include the equipment of heating apparatus, which, when detached, must be in barrels, boxes or crates.

Brooders: S. U. or with legs detached or folded against body, in boxes or crates, L. C. L., 1st class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb., subject to Rule 6-B, 3rd class; K. D. flat or folded flat, in boxes or crates, L. C. L., 2nd class; K. D. flat or folded

flat, in packages named, C. L., minimum weight 24,000 lb., subject to Rule 6-B, 4th class.

Incubators: S. U., in boxes or crates, L. C. L., 1½ first class; legs, detached or folded against body, in boxes or crates, L. C. L., 1st class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb., subject to Rule 6-B, 3rd class; K. D. flat, in boxes or crates, L. C. L., 2nd class; K. D. flat, in packages named, C. L., minimum weight 24,000 lb., subject to Rule 6-B, 4th class.

Brooders: S. U. or with legs detached or folded against body, K. D., flat or folded flat, in boxes or crates, and incubators, S. U. or with legs detached or folded against body, in boxes or crates, mixed C. L., minimum weight 18,000 lb., subject to Rule 6-B, 3rd class.

Brooders: K. D. flat or folded flat in boxes or crates, and incubators, K. D. flat, in boxes or crates, mixed C. L., minimum weight 24,000 lb., subject to Rule 6-B, 4th class.

#### Southern Classification:

Brooders and incubators (see note).

Brooders: S. U. or with legs detached or folded against body, in boxes or crates, L. C. L., 1st class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb., 3rd class; K. D. flat or folded flat, in boxes or crates, L. C. L., 2nd class; K. D. flat or folded flat, in packages named, C. L., minimum weight 24,000 lb., 5th class.

Incubators: S. U., in boxes or crates, L. C. L., D-1 class; legs, detached or folded against body, in boxes or crates, L. C. L., 1st class; S. U. or with legs detached or folded against body, in packages named, C. L., minimum weight 18,000 lb., 3rd class; K. D. flat, in boxes or crates,

L. C. L., 2nd class; K. D. flat, in packages named, C. L., minimum weight 24,000 lb., 4th class.

Brooders: S. U. or with legs detached or folded against body, K. D. flat or folded flat, in boxes or crates, and incubators, S. U. or with legs detached and folded against body, in boxes or crates, mixed C. L., minimum weight 18,000 lb., 3rd class.

Brooders: K. D. flat or folded flat, in boxes or crates, and incubators, K. D. flat, in boxes or crates, mixed C. L., minimum weight 24,000 lb., 4th class.

Note—Ratings including the equipment of heating apparatus, which, when detached, must be in barrels, boxes or crates.

This comparison is in illustration of the terms of a classification upon which ratings are conditioned. The construction and physical characteristics of an article must be considered, and the practicability of preparing goods for shipment to meet the conditions of low ratings.

There are so many different makes and styles of incubators and brooders in use that it is impossible to consider them all. For the purposes of this illustration we will consider the incubators and brooders of a recognized manufacturer. An incubator is first of all a box, enclosed within which are several coils of pipe for the purpose of conducting the heated air through the incubator. These coils are attached to and made part of the body of the machine. These incubators, made in four sizes, range from 9 to 40 cubic feet in dimensions and weigh from 95 to 265 pounds each. The body or box portion of the incubator is mounted upon four legs. On the end of the box an exterior lamp is attached, which generates the heat for the incubator, which, in turn, is controlled by a regulating device on the top of the machine.

In stripping this machine, for packing purposes, all of this outside apparatus—the lamp and the outside regulating device—can be removed and be placed within the interior of the box. The legs are removed and included in the crate which is built around the box portion of the machine. But this is not packed “flat,” nor is it possible to pack these incubators flat without destroying the body of the machine and making it in the shape of incubator stock.

The brooder is a collapsible box, made in four sizes, ranging from 7 to  $13\frac{3}{4}$  cubic feet in dimensions and weighing from 100 to 225 pounds. The heating apparatus connected with the brooder may be removed entirely. This could not be done with the incubator. The brooder alone may be packed flat.

The values of these two articles are materially different. The incubators range in price from \$10 to \$25, and the brooders from \$9 to \$12.50.

The sole question to be determined here is whether these incubators and brooders can be prepared and loaded to meet the requirements of the classification carload rating.

A standard 36-foot box car has a cubical capacity of 2,160 cubic feet. Of the incubators here described 17,154 pounds can be loaded into such a car, knocked-down and crated as indicated. When packed flat 24,188 pounds of the brooders can be placed in the car. Of brooders and incubators, mixed, 21,000 pounds can be loaded in a 36-foot box car.

It is fundamental in the law today that a carrier can not lawfully establish higher minimum carload weights for its cars than the physical capacity of the car. The above-named conditions of loading are unreasonable and unlawful.

**§ 6. Bicycles, C. L.****Official Classification:**

Bicycles: S. U. or K. D. (not crated or boxed, not taken); crated or boxed, L. C. L., 1½ class; C. L., minimum weight 10,000 lb., subject to Rule 27, 1st class.

**Western Classification:**

Sporting Goods and Toys: Bicycles, N. O. S., in boxes or crates, 1½ class; C. L., minimum weight 10,000 lb., subject to Rule 6-B, 1st class.

**Southern Classification:**

Vehicles, other than self-propelled: Bicycles, N. O. S., in boxes or crates (not taken unless in boxes or crates), L. C. L., 1½ class; same, C. L., minimum weight 10,000 lb. (subject to Rule 24), 2nd class.

Prior to July 1, 1910, bicycles, in carloads, under the Official Classification, were rated second class. This rating had been continuously in effect since 1904. Prior to 1904 no carload rating was in effect.

On July 1, 1910, bicycles, in carloads, were advanced to 1st class, along with a general advance in the carload ratings of light and bulky articles, such as canoes, power launches, lifeboats, surfboats, rowboats, etc. These latter articles were all moved up one class, from second to first. These advances were made upon the ground that the revenue ratios of the articles affected were out of line with the earnings derived from articles of a heavier nature, such as iron and steel articles.

At one time the bicycle was a luxury. Its value ranged from \$100 to \$250. Today it is no longer a pleasure vehicle. Its value is from \$10 to \$60. Its principal use today is by the artisan class, who use it for purposes of locomotion between their homes and places of occupation. It has become a conveyance; a vehicle. It is properly



compared with other vehicles, not self-propelling. Its commodity relationship brings it into comparison with such vehicles as coupes, pony carts, speeding or training carts and sulkies, in carloads. These latter articles are each rated at 15 per cent less than 2nd class. Buggy tops, crated, which compare almost with exactness in bulk, weight, value and convenience of handling with bicycles in crates, likewise are rated, in carloads, at 15 per cent less than second class.

Among the entire parent class of vehicles, not self-propelling, in the classification, bicycles and tricycles alone are rated as high as 1st class in carloads. The minimum carload weight established for bicycles is 10,000 pounds, while the carload minimum weight for all of the articles above mentioned is but 11,000 pounds. In loading crated bicycles into a standard 36-foot box car, the capacity of the car is from 225 to 235 crated bicycles, and the value of the entire load varies from \$1,800 to \$2,000. The feature of risk, therefore, is small. One firm shipping bicycles in carloads from Dayton, Ohio, to Chicago, Ill., at an average of from 70 to 100 carloads a year, presented no claims for damages to bicycles for a period of 15 years.

## § 7. Horse Blankets.

### Official Classification:

Harness and Saddlery: Blankets, in bales or cases, L. C. L. (any quantity), 1st class.

### Western Classification:

Dry Goods: Blankets, N. O. S., in boxes or bales, any quantity, 1st class.

### Southern Classification:

Blankets: Same as dry goods, N. O. S., in bales or boxes, any quantity, 1st class.

No distinction is made in any of the general classifications between bed and horse blankets. The commodity relationship of blankets is uniformly preserved in each classification. Blankets are made part of the dry goods class, and the ratings apply to any quantity.

The greater portion of the manufacture of horse blankets is carried on in the cities of Cleveland and Philadelphia. The annual output from those cities is about 175,000 blankets, at a valuation of about \$500,000.

Horse blankets are made of cotton, virgin wool, and second-use wool. After being wrapped in paper and covered with burlap, horse blankets are hydraulically compressed into bales, the average dimensions of which are 26.8 by 20.2 by 30.4 inches, weighing about 175.82 pounds each. The average value per bale is \$62.17. These figures are averages. Some bales may run as high as \$150, some as low as \$25 in value. Horse blankets are packed in accordance with the customer's order; hence, one bale may contain blankets of many different styles and values. Some high-priced blankets are made for special markets, but the average blanket is worth from \$1 to \$7, or from 25 to 72½ cents a pound.

These blankets are susceptible to damage from moisture, dirt, soot, oil, grease, etc., but actual experience shows injury thereto has been negligible.

In each of the three general classifications blankets are included under "dry goods." A multitude of articles is embraced within that designation; some of extremely high value; many of unusually low value. The Interstate Commerce Commission, in *Forest City Frt. Bu. v. A. A. R. R. Co. et al.*, 18 I. C. C. 205, 206, in declining to change the present classification of horse blankets, said:

"In the multitude of articles coming under that head and class it would be as easy to demonstrate that particu-

lar articles, such as laces, silks, satins and hosiery, were of high value and peculiarly liable to damage as it would be to show that other articles were of low value and not subject to injury. If the Commission were to find that first class rating on horse blankets of an average price of approximately \$3 was unjust and unreasonable, why should not the lower-priced bed blankets be accorded a different rating from those of greater value? If classification were based on value the number of classes in the classification would be too large and the refinement too subtle for practical operation. Classification is not an exact science; nor may the rating accorded a particular article be determined alone by the yardstick, the scales and the dollar. The volume and desirability of the traffic, the hazard of carriage, and the possibility or probability of misrepresentation of the article are considerations of prime importance in classification. At best it is but a grouping, and when the approximation resulting from it is not found to cause the exaction of an unreasonable or a discriminatory charge it will not be disturbed.

"The only difference between the generality of bed blankets and horse blankets is the name. All are blankets. Some bed blankets are as low in price as some horse blankets. It would take an expert to determine whether the wool contained in either was virgin or second-use."

Here we have an article as to which, if any change in classification were to be made, it must turn upon the element of value alone. That, in the absence of any transportation significance, is insufficient to readjust an article's rating.

## **§ 8. Brushes, Wire, L. C. L.**

Official Classification:

Brushes, Wire, other than toilet: In bundles, L. C. L. (any quantity), 1st class; in crates, L. C. L. (any

quantity), 2nd class; in boxes, L. C. L. (any quantity), 3rd class.

Western Classification:

Brushes, Wire, other than toilet: In bundles or crates, L. C. L. (any quantity), 1st class; in boxes, L. C. L. (any quantity), 2nd class.

Southern Classification:

Brushes, Wire, other than toilet: In bundles, L. C. L. (any quantity), 1st class; in crates, L. C. L. (any quantity), 1st class; in boxes, L. C. L. (any quantity), 1st class.

With the exception of wire brushes for toilet use, wire brushes are a rough, heavy, low-priced commodity. Their construction is simple and somewhat crude. The back of the body of the brush is made of a plain, unfinished block of hardwood. The bristle or brush part is made of ordinary brush wire. The parts of the wooden back brushes are nailed together with ordinary wire nails. Some wire brushes are made with metal backs, having no wood in their construction.

These coarse wire brushes are generally used for scrubbing or cleaning meat blocks, metal surfaces, architectural iron work and elevator fronts, and removing paint from stoneware, metal castings, flues and chimneys, scale from hot billets of steel, sweeping streets and stables, etc.

Wire brushes are practically without susceptibility to damage in transit. They cannot be injured by rough treatment or handling, nor by exposure to moisture, unless the exposure to water is excessive and prolonged. The only cause of injury to these brushes is by fire.

Wire brushes may be nested, in packing them for shipment, by forcing the wire bristles of two brushes together so that two will occupy but little more than the space of

one. Ordinary bristle and fiber brushes do not admit of this nesting without injury to the brushes.

The weight of wire brushes per cubic foot, when nested and packed for shipment, varies from  $22\frac{1}{2}$  to 55 pounds, the mean average being 38 pounds.

In value, these brushes are low. The value of a cubic foot of generally assorted sizes of wire brushes varies from \$2.70 to \$10.80 for a rotary all metal wire brush; the mean average value being about \$6.15 per cubic foot.

The annual production of wire brushes in the United States amounts to about 4,000,000 pounds.

For purposes of comparison: Common tooth brushes, when packed for shipment, weigh on the average about 36 pounds per cubic foot, and are valued at about \$60 per cubic foot.

The average of all grades of hair brushes is about \$27 per cubic foot, and the weight about 36 pounds per cubic foot. Many hair brushes are highly susceptible to injury in transit through rough handling causing breakage, dampness affecting adhesion of bristles, discoloration of bristles, and the discoloring or marring of polished surfaces. There are a great many cheap and coarse fiber brushes made from bristles, rice root, bassine, tampico, etc., and they vary widely in weight and value. Horse brushes, made from various materials, average about  $18\frac{2}{3}$  pounds per cubic foot, and range from  $12\frac{3}{4}$  pounds to as high as 25 pounds per cubic foot. Scrubbing brushes, made from the above-named materials, vary in weight from  $12\frac{1}{2}$  pounds to 21 pounds per cubic foot, the mean average being about  $16\frac{3}{4}$  pounds per cubic foot. The value of the cheaper bristle and fiber brushes runs from 90 cents to \$27 per cubic foot, when packed for shipment.

A few years ago these coarse-grade wire brushes, in L. C. L. quantities, were subject to first class ratings under

the Official Classification. A reduction to a third class rating in less-than-carload lots was procured through an order of the Interstate Commerce Commission against the principal lines operating under the Official Classification.

The controlling freight qualities of these coarse-grade heavy wire brushes, those other than for toilet use, which entitle them to a lower rating than is accorded bristle and hair brushes, silver-mounted brushes, vegetable fiber brushes, toilet brushes, etc., in L. C. L. quantities, are: Greater density per cubic foot of lading, less liability to injury in transit, and materially lower values. These different freight qualities are such as to possess sufficient transportation significance to necessitate a difference in classification rating.

**§ 9. Cotton Piece Goods, Cotton Shoddy, Cotton Waste, Dry Goods, etc., L. C. L.:**

Official Classification:

Dry Goods: N. O. S., in bales or boxes (any quantity), 1st class; cotton knit fabrics, same, Rule 25; cotton piece goods, same, Rule 25.

Linings: Cotton shoddy, in bales or cases (any quantity), Rule 25.

Cotton: Uncompressed, in bales or bags (any quantity), 2nd class; compressed, in bales, same, 4th class.

Waste: Cotton, uncompressed, in bales or in bags, sacks, or cases (any quantity), 2nd class; same, compressed in bales, same, 4th class.

Western Classification:

Dry Goods: N. O. S., in bales, boxes, sample trunks (any quantity), 1st class. (Includes cotton piece goods.)

Cotton Linters: Exclusive, made up into sheets for mattresses, in bags or bales, L. C. L., 1st class; same,

C. L., minimum weight 16,000 lbs., subject to Rule 6-B, 3rd class.

Cotton Waste, other than oiled: N. O. S., in bags, L. C. L., 1st class; in barrels or boxes, 2nd class; in machine pressed bales, L. C. L., 3rd class; same, C. L., minimum weight 24,000 lbs., subject to Rule 6-B, 4th class.

**Southern Classification:**

Dry Goods: N. O. S., including all dry goods not specifically named, in bales or boxes (any quantity), 1st class.

Cotton Piece Goods: N. O. S., in bales or boxes (any quantity), 1st class.

Cotton Regins or Linters: N. O. S. (cotton rates) (any quantity), 1st class.

Waste: Cotton, jute or woolen, separate or combined (any quantity), 5th class.

Cotton waste is an important by-product of cotton mills. It is used for packing purposes and for wiping oil surfaces on engines, machinery, etc. It is purchased in large quantities by railroad companies and machine shops throughout the country. It sells for from \$2.50 to \$7.50 per 100 pounds, the mean average being about \$5 per hundred weight. Cotton batting is manufactured from raw waste, thread waste, knots, defective thread yarns, thread ends, etc. It is pressed into bales, sometimes as large as a cotton bale. One of these large bales will weigh from five to six hundred pounds, and occupy about 50 cubic feet of space.

The Southern Classification of July 10, 1882, rated cotton waste sixth class. This rating did not change until November 1, 1894, when it was raised to fifth class. It has again been returned to a sixth class rating. During the time it was rated fifth class cotton goods were rated fourth

class. While the Southern Classification rating is placed at sixth class, cotton waste at the present time moves out of the Southern Territory largely on commodity rates. For a time cotton waste was even rated with cotton goods. But cotton goods, under the Southern Classification, are now rated at first class, the same as dry goods, in any quantity.

Cotton goods reach an average value of \$20 per 100 pounds, and are highly susceptible to injury in handling and in transit. They require clean, dry and smooth floors, free from nails, bolts or other projections. Bales of cotton goods must be handled by hand and with great care. No hooks may be used as they are liable to cause injury to the goods.

Cotton waste requires no such degree of care and is not damaged in any of the above mentioned ways.

This is further demonstrated by the difference in insurance rates on the two articles. The rate on cotton goods is 3 cents per hundred pounds, while the rate on cotton waste is less than half of that amount.

Cotton waste under the Official Classification is rated fourth class and under the Western Classification third class, with a carload rating of fourth class under the Western. In these classifications it is treated similarly with cotton linters. Cotton goods, under the Official Classification, is rated at 15 per cent. less than second class, and in the Western Classification first class.

The commodity relationship of cotton goods and cotton waste is now reasonably recognized in each of the three general classifications, although formerly not so adjusted in the Southern Classification. The readjustment now in effect in the Southern Classification is accomplished largely by the lifting of cotton goods from fourth to first class, making the spread between the two ratings more



equitably adjusted to the actual differences in freight qualities between cotton goods and cotton waste.

Cotton shoddy, used for linings, is rated with cotton piece goods in each of the three general classifications, and where commodity rates are applied on cotton piece goods cotton shoddy should be accorded like rates.

### § 10. Triplex Cloth.

Triplex cloth consists of a fabric made of a layer of cotton goods, with a layer of cotton shoddy lining, which two are held together by means of an intermediate layer of reclaimed rubber. It may also be made of woolen and silk materials, in which latter case it is of comparatively high value, while in the former instance it is of extremely low value. These values vary from 10 to 12 cents per pound to as high as \$3 to \$4 per pound. The higher value cloth, however, is in much greater use than the cheaper quality. The query arises whether triplex cloth is properly classified with cotton piece goods or with dry goods generally.

The designation of cotton piece goods under the Official Classification rating embraces cotton fabrics in the original bolt or piece as produced by the manufacturer at the mills. It has been insisted that this triplex cloth should be included within such specification. Some commodity tariffs naming rates on cotton piece goods apply the same rates to triplex cloth. These rates are influenced more by competition than by the freight classifying qualities of the articles themselves. Cotton piece goods alone in the dry goods class of the Official Classification are accorded a less than first class rating, by being rated at 15 per cent less than second class. All other dry goods are rated first class. In the Southern and Western classifications dry goods are rated first class. A mere difference in value

alone or in the cost of the transportation is not always sufficient to warrant a change in the classification of an article. Such is the case with respect to triplex cloth. In all its freight qualities it offers no difference from dry goods generally of such transportation significance as to warrant a rating any lower than accorded to dry goods generally. Cotton piece goods, on the other hand, form one of the great staple lines of the country. The movement may be disastrously hampered and impeded by high freight rates.

Under the Western Classification cotton piece goods are nominally rated first class, but it is not the practice of the carriers to apply that rating generally. Instead, cotton piece goods move in Western territory on commodity rates which are about equal to third class rates under Western Classification ratings.

### § 11. Garments, Cotton and Wool.

A cheap class of cotton garments, consisting of overalls, jackets, shirts of low grades, play suits for children, etc., are made from denims, a coarse heavy cotton cloth; also from gingham, a light cotton fabric—particularly the shirts.

The raw material or cloth from which these garments are manufactured averages in weight 19 pounds per cubic foot, and is valued at an average of \$27 per 100 pounds. The manufactured garments, when packed ready for shipment, weigh on an average of 17 pounds per cubic foot, and are of an average value of \$47 per 100 pounds.

These cotton garments are included with woolen garments of all kinds, which are rated in each of the three general classifications at first class. Woolen garments are much more costly than cotton garments. The value being greater, the risk assumed by the carrier is greater, since in handling and in transporting each class of goods is

susceptible to injury by practically similar causes. It has been insisted that the classification should differentiate between these two garments, the cotton and the woolen, because of the wide difference in value and upon the further theory that the rate applied to the manufactured article ought in analogy with the treatment accorded to clothing made from woolen cloth be rated more nearly with the raw material. This latter contention seems adequately answered, however, by the fact that in the case of these cotton garments the manufactured article is of much greater value than the raw material, and when prepared for shipment the manufactured product is much bulkier than the cloth from which it is made. Thus, it would seem that the garment made from cotton piece goods ought, in all fairness, to take a higher rating than the cloth from which it is manufactured.

Another theory has been advanced in the past by certain shipping interests. It is socialistic in its tendency. It is argumentative but not convincing. Many of the articles included in these cotton garments are known as workingmen's clothes. The overalls sell for a dollar; a jumper and overalls, or a suit, for two dollars. The shirts sell as low as 50 cents a piece. The poorer classes buy and wear this class of garments, while the man in better circumstances buys and wears woolen garments. It is insisted that it is not fair to charge the same rate of freight upon the clothing which the poor laborer must wear as is charged upon the higher-priced clothing of his wealthy employer. This argument sounds economic. To say that the poor man who has little to pay with should be charged more than his wealthy neighbor sounds illogical as well as unjust. Applied to anything else but freight rates it is destructive of principle. It is claimed that if the transportation charge is made by weight and the weight of the

cheaper article is substantially the same as the weight of the higher-priced commodity, then the poor man who buys the cheaper article pays more freight charges in proportion to the value of the service than the consumer of the higher-priced commodity. This is not obvious from a study of market prices. The theory is faulty upon another score. If the person of the shipper may not lawfully be considered in the fixing of freight rates, then the person of the consumer should not be so dealt with, except as a class of consumers is reflected through competition. Again, whoever heard of a rich man, simply because he is rich, buying and wearing a pair of woolen overalls? Or of the poor man who may not own a woolen suit, if he wishes it? These cotton and woolen garments serve given purposes, and they are purchased by rich or poor and applied to the purposes for which they are produced.

This latter theory tends merely to the end that as these two classes of garments vary in value—the cotton garment being much less valuable than the woolen garment—the cotton garments as a whole should be accorded a lower rating.

Conceding that sufficient difference in value exists between the two classes of garments to warrant a difference in ratings, the problem has been and still is, how to arrive at a differentiation in ratings which shall not be creative of frauds and greater degrees of discrimination than already exist. It may be attempted in three ways:

First, by designation by name of the cotton garments to be accorded a lower rating;

Second, determining which shall enjoy the lower rating by value; and

Third, by putting all cotton garments in a lower class.

It is impossible practically to classify these cotton garments by name, because there is no place to draw the line

between those which shall take the first class and those which shall take the second class ratings. Cotton wrappers sell from \$1 to \$20 apiece; shirts from 50 cents to \$5. Nor does it work any more practically to classify these garments by value. To say that all cotton garments of substantially the same value shall take the same rating overlooks the wide variance in values. If a cotton suit sells for \$2 and is rated second class, is there any reason why a woman's wrapper selling for the same price should not be rated second class? The process would simply go on and on until the entire dry goods class would be brought down to second class ratings. Then the manufacturer of these cheaper cotton garments would again want a reduction in rating. To say that all cotton garments of a value of 50 cents a pound or less should be rated second class, and all of a value of more than 50 cents a pound should be rated first class, would be to open wide the door to deception and fraud. It is axiomatic in the experience of railroads that in order to compel observance of a rate the article transported must be designated according to some physical token which can be readily seen and distinguished. Otherwise, frauds on the part of shippers cannot be detected and prevented.

Coming now to the third plan suggested,—the classifying of all cotton garments in the second class,—there are some apparently strong reasons in favor of such a step. There is a clear distinction between woolen garments and those made exclusively of cotton. The value of the cotton garment is materially less than that of the woolen garment and the raw material out of which the cotton garment is made is carried at a lower rate than the raw material which enters the woolen garment. Woolen and cotton garments come into competition with one another, and the freight rate affects in a degree the

price for which the garment may be sold. It may be truthfully said that the freight rate often determines the extent to which the manufacturer of cotton garments may compete with the woollen product. There is a rule of more or less generality affecting the location of a manufactory with respect to the point of production of the raw material used or the point of sale of the manufactured product. If the transportation cost on the raw material is high, the factory should be located near the point of production or purchase of the raw material; if the transportation cost is low, the factory may be more advantageously operated near the point where the manufactured product is sold. This rule ought to apply with force to the manufacture of cotton garments, if cotton garments are affected by freight rates as much as some shippers would lead the public to believe. It is a statistical fact, nevertheless, that producers of cotton garments manufacture in all parts of the United States and sell in all parts of the country. It follows, therefore, that the effect of the freight rate upon their selling ability has not yet reached a restrictive stage.

The history of the movement in ratings on cotton and woollen clothing and cloths in the past few years is interesting and instructive. At first cotton clothing, woollen clothing, cotton cloth, and woollen cloth were rated first class. Competitive conditions eventually forced lower rates for cotton fabrics. Cotton cloth is now woven in the South as well as in the New England States. It was first produced in New England, and consequently the New England mills were first in the western selling fields. When the Southern mills began to invade the western markets, the New England mills, in 1886, induced certain of the trunk line carriers to establish lower ratings on certain kinds of cotton weavings. The kinds of cloth entitled to these lower ratings constantly increased in number.

Difficulty was experienced in determining which should pay the first class rate and which should go at the lower rating. In 1900 third class cotton piece goods were advanced to second class in the Official Classification. This was the cause for vigorous protest on the part of the textile interests of New England and the compromise rating of 15 per cent less than second class was established in the Official Classification. This is still in effect. The reduction below dry goods class ratings has been made, not in recognition of the freight qualities of any of these analogous articles, but by reason of the competition which exists and grows keener year by year.

Competitive conditions in the Western and Southern territories have likewise forced down the rates on cotton fabrics; but both the Western and Southern classifications have carried woolen cloths, together with the garments made from both woolen and cotton goods, at first class.

So far evidence has not been brought before the Interstate Commerce Commission of a nature such as to warrant the Commission to order a reduction in rating on cotton garments.

## § 12. Cannel Coal, C. L.

Official Classification:

Coal, Cannel: In bags, barrels or boxes, L. C. L., 4th class; in packages or in bulk, C. L., minimum weight 40,000 lbs., 6th class.

Western Classification:

Coal, Cannel and Lignite: In barrels, boxes or bags, L. C. L., 4th class; in bulk or in packages, C. L., 40,000 lbs., Class D.

Southern Classification:

Coal, Cannel: In bags, barrels or boxes, L. C. L., 6th

class; in packages or in bulk, C. L., minimum weight 40,000 lbs., A class.

In the Official Classification cannel coal is rated, in carloads, at sixth class. Bituminous coal, in carloads, is not classified at all, being left subject to rates and regulations of individual carriers. In the Western Classification cannel coal is specifically named. In the Southern Classification cannel coal, in carloads, is treated the same as in the Official Classification.

Bituminous coal, in carloads, is generally sub-classified by grades, and moves on commodity rates. It is graded as domestic, manufacturing, and steam coal. Differences in rates dependent upon the use to which the coal is put are condemned by the Interstate Commerce Commission. Bituminous coal is also sub-classified according to sizes, such as lump, egg, pea, pea and slack, slack, and mine run, with different rates for each.

In many respects cannel coal is distinguishable from the ordinary soft-coal or bituminous coal in freight qualities. The conditions of transportation are not the same as those governing the transportation of bituminous coal. Cannel coal, in carloads, moves in small quantities and is distributed over a wide area. In fact, its selling field is limited only by the confines of the country. The loading of cannel coal is less for both physical and commercial reasons. The service is more expensive to the carrier, and consequently, of a greater value to the shipper. It is entirely justifiable to impose a higher rate of charge for transportation of cannel coal than for bituminous coal, as it is to make a greater charge for hauling anthracite coal than for soft-coal, because of its higher fuel qualities. But in the case of cannel coal, the carriers should do one of two things,—either eliminate cannel coal from their general freight classification or provide for it in terms in their



bituminous coal tariffs. Otherwise, confusion exists as to the rates chargeable on cannel coal due to the rating in the classification and the inclusion of it in commodity coal tariffs in terms or by custom.

Cannel coal is a species of bituminous coal. It is high in volatile matter and ash, and low in fixed carbon. It is little used for the production of heat commercially, being practically valueless for steaming purposes. At one time it was used by gas plants to enrich their product, but it is now supplanted by oil. It is used principally for domestic purposes, mainly in fireplaces or grates.

It burns with a clear blue flame. It is easily ignited, is clean to handle and burns without throwing off any dirty residue, such as soot, etc., like ordinary bituminous coal. It is because of these qualities that it is used for fireplaces and grates. It is sold throughout the country at a higher price per ton than bituminous coal. While the movement of bituminous coal is more or less restricted, cannel coal moves to whatever point in the country there may be a demand for it.

The labor cost in mining cannel coal is almost double that of mining bituminous coal. When cannel coal sells for \$2.75 per ton at the mine, bituminous coal will bring about \$1.25 per ton, with the higher grades of domestic bituminous coal selling at from \$2 to \$2.50 per ton. The slack resulting from the mining of cannel coal is practically worthless, selling for from 25 to 50 cents per ton. It has no value for steaming purposes.

The specific gravity of cannel coal is practically the same as that of bituminous coal. It is physically capable of as heavy loading as bituminous coal, but it is not generally loaded as heavy, owing to the fact that when moving over long distances it is loaded in box cars to prevent theft, and the further fact that because of its peculiar domestic use

it is more frequently sold in lots of 20 tons than in greater amounts.

### § 13. Coffee Percolators, L. C. L.

#### Official Classification:

Percolators, coffee, self-heating: (Coffee percolators fitted for heating by electricity or lamp), in barrels or boxes, 1st class; other than self-heating, in barrels or boxes, 1st class.

#### Western Classification:

Percolators, boxed: Coffee pot, L. C. L., 1st class; coffee, N. O. S., L. C. L., double 1st class.

#### Southern Classification:

Aluminum articles, not otherwise indexed by name: Not nested, in barrels or boxes, L. C. L., double 1st class; nested or flat, in barrels or boxes, 1st class; enameled ware, sheet iron or sheet steel, L. C. L., 2nd class.

A coffee percolator is a contrivance for making coffee. It is so constructed that the coffee itself does not come in contact with the boiling water. This method is supposed to remove certain injurious properties from the coffee. The arrangement consists of a receptacle in which the coffee is placed. This receptacle has a strainer bottom through which a small tube extends from the bottom of a water reservoir underneath. The heat is applied at the lower end of this tube. The heat converts the water in the reservoir into steam, forces it through the tube against the dome of the coffee receptacle, where it condenses and falls back upon the coffee, through which it percolates drop by drop into the water reservoir underneath.

Mechanically the percolator consists of three general parts: Receptacle for coffee, reservoir for water, and alcohol, gas or electrical heater attachment. These per-

colators are usually made in some ornamental design, being intended for use upon the dining table.

Aside from the glass portion, percolators may be made of aluminum, enameled, copper or brass ware.

Compared with coffee pots, percolators are much more valuable. Coffee pots, tin, sell for from 25 to 50 cents apiece; in enameled ware from 50 cents to \$1; and in aluminum ware from \$2 to \$4. Percolators sell from \$3 to \$20, according to the ware out of which they are made, the heating attachment, and the elaborateness of the design.

A percolator selling for \$3 or \$4, made of enameled ware, will pack for shipment six in a box, occupying 3 to 4 cubic feet of space, and weighing from 35 to 40 pounds. The weight corresponds to tinware, not nested. About 24,000 pounds of these boxed percolators may be loaded in a standard 36-foot box car.

In packing percolators for shipment, they should be packed inside corrugated paper boxes surrounded with excelsior.

With the exception of the ratings in the Western and Official classifications, which are in accordance with an order made by the Interstate Commerce Commission, the ratings on coffee percolators, L. C. L., are in accordance with the ware from which they are made.

Manufacturers of coffee percolators insist that they should receive the same rating on their product as is accorded to coffee pots. Coffee pots are classified in accordance with the ware from which they are manufactured. Percolators come in direct competition with coffee pots, and in some instances attachments are included inside of a coffee pot for producing the percolating effect in the making of the coffee. These pots with interior attachments of this kind are not distinguished in the classifica-

tions. While the average price of percolators is not greatly in excess of that of coffee pots, in the case of extreme designs the value is vastly greater.

In the Official Classification aluminum ware, enameled ware, nickel or nickel-plated ware, silver-plated ware, and tinware, are all rated first class, L. C. L., when packed for shipment in the manner in which percolators are packed. Many of these articles are second class in the Southern Classification, with Britannia ware and plated ware, other than gold and silver, first class, L. C. L.

None of the freight qualities of coffee percolators of average construction and design, bulk, value, liability to loss or damage, justify higher ratings than are imposed upon the articles last mentioned.

In a case which was before the Interstate Commerce Commission the percolator consisted of an attachment to be introduced inside the ordinary coffee pot, and the Western Classification in complying with the order of the Commission made a rating of first class, L. C. L., for coffee pot percolators, with coffee percolators, N. O. S., remaining at double first class.

Under the aluminum ware designation in the Southern Classification percolators are excluded, and the rating of double first class is established for aluminum articles, not otherwise indexed by name, when not nested, L. C. L.

#### **§ 14. Granulated Cork and Cork Shavings.**

Official Classification:

Cork, Ground or granulated: In bags or sacks, L. C. L., 1st class; chips, shavings, virgin bark or waste, in bags or in bales, not machine-pressed, double 1st class.

Western Classification:

Chips, shavings, virgin bark or waste, in bags or in bales, not machine-pressed, double 1st class; bark (cork

wood) other than virgin bark, manufactured in bales, boxes or bundles, 1st class.

#### Southern Classification:

Cork: Chips, shavings, virgin bark or waste, in bags or in bales, not machine-pressed, L. C. L., 1st class; granulated or ground, in bags, barrels or boxes, L. C. L., 1st class.

In the Western and Official classifications a difference in rating of one class is made between granulated or ground cork, L. C. L., and cork shavings in like quantities. The rating in the Southern Classification is the same for each article.

Granulated cork is a by-product, or waste, resulting from punching out corks from cork bark. Cork shavings are turned off from a round cork in the process of tapering it. The value of cork shavings is about three times that of granulated cork. Granulated cork weighs not less than  $33\frac{1}{3}$  pounds to the bushel, while cork shavings only weigh about  $12\frac{1}{2}$  pounds to the bushel.

Granulated cork is used for insulation purposes in ice-making plants.

The difference in density and value between granulated cork and cork shavings justifies a class difference in rating, in L. C. L. quantities.

### § 15. Gas Mantle Fabrics.

An interesting question arises whether knitted fabrics in tubular form, made wholly of cotton, to be used as foundation material in gas mantles, are of the class of goods known to the trade as "cotton netting" or are properly classified as "dry goods, N. O. S."

In transportation these gas mantle fabrics are variously designated as "knit goods," "knit dry goods," "gas-mantle

fabrics," "mantle gauze," and "dry goods." They are also known as "mantle fabrics." The material is sometimes shipped in bolts of 50 to 100 yards in length, and sometimes in parcels cut to length of 8 inches. It is made up of knitting-factory products, which are without value for any other purpose than the foundation of gas mantles. It is made by circular knitting machines and is tubular in form.

In the trade there is a distinction drawn between knit goods and nettings. Knitted fabrics or cotton knit goods are made on knitting machines and cotton nettings are made on looms.

If confusion is to be avoided, a specific description of these mantle fabrics should be incorporated in the classifications, but it is obvious that when the material was cut to length and became a mantle foundation cut to pattern, it had passed through a further stage of manufacture than is contemplated by cotton netting. The latter is supposed to be handled in full bolts, and is properly included in the description of "dry goods, N. O. S."

#### **§ 16. Glue Stock, C. L.**

Official Classification:

Glue stock (hide pates, scraps, etc.): In sacks, bales or barrels, L. C. L., 4th class; carloads, 5th class.

Glue stock is a very low grade commodity. It consists of the waste of hides, the refuse of packing houses and tanneries. It is used solely for glue making and in fertilizers. It contains from 10 to 15 per cent glue, and sells for from 1 to 3 cents per pound. The fifth class rating on glue stock, in carloads, under the Official Classification covers commodities of much higher grade, such as hides, which sell for from 16 to 20 cents per pound, and the finished glue product. A reduced rating has been effected

on glue stock by exception to the Official Classification establishing a sixth class rating on "glue stock."

### § 17. Petroleum and Its Products.

Petroleum and its products, with minor exceptions, are classified L. C. L. third class, and C. L. fifth class, in each of the three general classifications. The ratings will be found under the head "Oils" in each classification.

Prior to 1907,—the fact is no longer disputable,—the carriers gave undue preference to the large oil shipping points of the Standard Oil Company. Following the report on the subject made by the Commissioner of Corporations, the Investigation and Report of the Interstate Commerce Commission under the Tillman-Gillespie Resolution of March 7, 1906, and the enactment of the Hepburn Law of June, 1906, the carriers undertook the readjustment of their tariffs and the elimination of these preferences. The carriers claimed to have accomplished this by their tariffs effective January 1, 1907, placing in effect rates on oil from oil shipping points at 90 per cent of fifth class rates. Uniform application of these commodity rates did not follow, apparently, for the protests of the independent oil refiners were long and persistent.

The Official Classification which took effect contemporaneously with these commodity tariffs named ratings of third class on petroleum and its products, L. C. L., when shipped in barrels or in iron drums, and fifth class in carloads, in tanks and barrels, and still so rates petroleum and its products.

If petroleum oil is shipped in carloads from points where no special commodity rates apply, it may pay the fifth class rates under the classification rating, instead of 90 per cent of the fifth class rates. Commodity rates are in effect from all points from which oil is shipped in Central Freight Asso-

ciation territory and the tariffs carrying such commodity rates provide the same basis of rates for all destinations not specifically named. The rule is the same as to origin points in Trunk Line territory, but not as to destinations not named in the tariffs.

The effect of the 1907 arrangement, 90 per cent of fifth class rates, was as follows:

Reduction of 36 per cent below average carload rates of 1881; reduction of 22.4 per cent below average carload rates of 1883; advance of 10 per cent above average carload rates of 1891; and a reduction of  $6\frac{1}{2}$  per cent below the average carload rates of 1896.

It was estimated that out of 18,000 rates in effect under the tariffs of the New York Central Lines, the 1907 rates effected 10,672 reductions and 2,083 increases, while 1,674 rates remained unchanged. The same ratios of reductions, increases and non-changes prevailed on the Pennsylvania Lines.

In revenue tests the reductions effected by the 1907 rates were found to average 10.68 per cent below the 1906 rates.

For the last twenty-four years petroleum and its products, in less than carloads, have been rated third class. In Official Classification territory commodity rates are not applied to less than carload shipments of petroleum and its products. The Interstate Commerce Commission has, in several proceedings brought by the independent refiners, declined to declare this third class rating unreasonable.

There are not many articles similar to petroleum in their freight qualities or in the conditions attending their transportation. It is a liquid, and liquids are generally classified higher than solids. Cotton-seed oil and beer are rated third class, in less than carloads.

The conditions of transportation of petroleum oil have long been held sufficient reasons for this rating. The in-



flammability of petroleum and its products, loss by leakage, the hazard attending its transportation, and the expense of handling due to the fact that it requires exclusive equipment for its transportation, are the elements which have led the carriers to establish its present rating. It is not possible to load certain kinds of merchandise with L. C. L. shipments of oil, such, for instance, as butter, dairy products, flour, dry goods, etc. Leakage from, or breakage of, containers of oil cause not only loss of contents, but by contamination injure and destroy all other goods in the car. The odor alone of petroleum will permeate and injure a great many other kinds of freight. On some roads general orders are issued and enforced prohibiting the loading of any other kind of freight in a car with L. C. L. shipments of petroleum oil.

The difference in classes, or spread, between the L. C. L. rating and the C. L. rating of petroleum and its products, is two classes. It is a general rule of classification that a difference of at least two classes should be made between less-than-carload and carload ratings of the same article. In the case of petroleum, since it largely moves in carloads on commodity rates, the actual spread in class ratings is actually two classes plus ten per cent of the fifth class. The only exception to this rule of spread between classes is with respect to commodities which load unusually heavy in less-than-carload quantities, such as brick, steel plates or slabs, etc.

This has caused the contention to be raised by the independent oil shippers that the present L. C. L. rating is the same practically as it was in 1881, while the carload rates are on an average of 36 per cent below the rates of 1881. This is due to the difference in the method of handling and transporting carload quantities of oil. In 1881 petroleum was shipped in barrels and in cars capable of holding not

more than 20,000 to 22,000 pounds, while today 90 per cent of petroleum and its products, in carload quantities, is carried in tank cars of capacities ranging from 40,000 to 80,000 pounds. This decline in carload rates has followed an economic law of increased returns and decreased cost of service,—there has been an increase in the density per unit of carriage, and a depreciation in the expense of handling in tanks compared with handling in barrels. But none of these changes have any application to L. C. L. shipments of petroleum oils.

The crux of the entire contention of the independent oil refiners and shippers is their futile attempt to compete in the sale of oil in less-than-carload quantities with the tank wagon distribution system of the Standard Oil Company. It is not fair to expect to meet the competition of this system of local distribution by a leveling of railroad freight rates. At very close intervals throughout the country the Standard Oil Company has erected large oil tanks. Some of these tanks are located on the lines of the pipelines. From its refineries or large distributing centers it either pumps or ships oil to these local tanks in carload lots. From each one of these tank stations it delivers oil by means of tank wagons operating within a radius of from ten to twenty miles, in any quantity desired by its customers. If the independent oil shipper desires to compete with this tank-wagon system of distribution, he must generally first ship his oil in L. C. L. quantities at L. C. L. rates to the field in which the local distribution is to be made. Then he must pay for tank or wagon distribution in addition to the railroad rates. His only escape from these charges is to build tank stations as the Standard Oil Company has done.

The average tank wagon holds ten barrels of oil, and the average cost of making delivery of this quantity is

about \$3.00, or  $7\frac{1}{2}$  cents per 100 pounds. The independent oil shipper labors at a disadvantage in two ways. By means of the local tank wagon, the Standard Oil Company can deliver oil to its customer in any quantity he wishes, whereas the independent oil merchant can deliver not less than a barrel. Again, assuming that the Standard Oil Company tank station is maintained at a given point, where the carload rate from the refinery or distribution station is 10 cents per 100 pounds, the cost of tank wagon distribution locally is  $7\frac{1}{2}$  cents per 100 pounds, while the total transportation cost to the Standard Oil Company for the distribution of its product is  $17\frac{1}{2}$  cents per 100 pounds. For the independent to bring his oil to the competitive local field, his L. C. L. rate is 20 cents per 100 pounds, and his cost of local wagon delivery can not possibly be less than  $7\frac{1}{2}$  cents per 100 pounds, thus making his total cost  $27\frac{1}{2}$  cents per 100 pounds. The charge of the independent oil producer has long been that the Standard Oil Company would not use local L. C. L. rates even if the rates were reduced, but that the Standard Oil Company was interested in seeing the L. C. L. rates kept as high as possible so that the independent oil shipper would be at the greatest possible disadvantage in competing with its local tank-wagon distribution system. This is an untenable theory. The situation is one with which the railroads now have nothing to do, and for which in the past they were not responsible, even though they unlawfully aided and abetted the profits of the business. They should not now be required to shrink a reasonable classification rating and the rates applicable thereto, in order to equalize the commercial disadvantages of the independent oil interests.

Petroleum and its products consist of: Belt oil; benzine; carbon oil; coal oil; cordage oil; crude oil; floor oil; fuel oil; gas oil; gasoline; gas, petroleum, liquified, vapor ten-

sion at 100° F. not exceeding 25 pounds per square inch; grease, axle; grease, lubricating; grease, N. O. S.; harness oil; hoof oil; kerosene oil; leather oil; lubricating oil; miners' oil; miners' wax; naphtha; naphtha distillates; neutral distillates; neutral oil; oil, N. O. S.; paraffine distillates; paraffine oil; paraffine wax; petrolatum; refined oil (illuminating or burning); refined oil distillates; road oil; soap oil; tanners' oil; tobacco oil; transformer or transil oil; wool oil.

### § 18. Masurite, L. C. L. and C. L.

Classification: Masurite is a high explosive, and in the Western and Official classifications is left subject to the rates of individual carriers. Under the Southern Classification it is rated double first class in L. C. L. quantities and first class in carloads, minimum weight 20,000 pounds. Its transportation, like that of all other explosives, is subject to the regulations of the Interstate Commerce Commission and the Bureau of Explosives of the American Railway Association.

Masurite is a nitrate of ammonia powder, its base being nitrate of ammonia. It is a patented substitute for dynamite, black powder, and other similar explosives. It is used mainly in coal mines, and is exploded by means of a detonating cap imbedded in the material.

Dynamite and similar explosives have for their base nitroglycerine. This renders them very dangerous to handle. Dynamite may be exploded by concussion and the thickness of the dynamite determines the amount of shock or concussion necessary to explode it. Dynamite has a tendency to leak and spread, and if it runs out into a thin layer, it can be exploded by a very slight concussion. Dynamite may also be exploded by heat above 340° F.

Explosives which are exploded by detonation are termed

“quick-burning” or “detonating” explosives, while those which are exploded by combustion, such as powder, are called “slow-burning” explosives. The transportation of slow-burning explosives is not attended with as much danger as that of quick-burning or detonating explosives. The latter may be exploded by concussion; the former by combustion or ignition only.

Masurite cannot be exploded by ordinary concussion, and will burn without exploding. If in close proximity to dynamite, or other detonating explosive, and the dynamite is exploded, the masurite will explode; but if the masurite is a short distance away from the detonating explosive, it will not be exploded. The only hazard which masurite presents is the possibility of being exploded by some other detonating explosive nearby it. In all other respects it is as safe to handle and transport as any common merchandise.

Masurite sells for  $8\frac{1}{2}$  cents per pound at the factory. Dynamite sells at the factory for from 9 to 14 cents per pound; black powder for  $4\frac{1}{2}$  cents per pound.

Masurite is not bulky, being shipped in small packages weighing from 25 to 50 pounds.

The controlling element of classification attaching to masurite is the fact that it is a high explosive and the possibility is always present that it may be exploded. This outweighs all its other freight qualities. The conditions of its transportation are no different from those attending the transportation of any explosives. The degree of hazard is reduced so far below that of dynamite and other detonating explosives that it is entirely fair and reasonable that masurite should receive a lower rating than dynamite. Reasonable ratings on masurite have been declared as follows: One and one-half first class, L. C. L.; second class, in carloads, minimum weight 20,000 pounds.

**§ 19. Cameras and Camera Stands.****Official Classification:**

Cameras, in boxes (any quantity), 1st class.

Camera stands or tripods: Same, S. U., in boxes or crates (any quantity), 1½ 1st class; same, K. D., or folded, in boxes or crates (any quantity), 1st class.

**Western Classification:**

Artists' and photographers' materials: Cameras, boxed (any quantity), double 1st class; same, double 1st class; same, 1st class.

**Southern Classification:**

Cameras, in boxes (any quantity), double 1st class.

Camera stands or tripods: (Any quantity), S. U., in boxes or crates, double 1st class; K. D., or folded, in boxes or crates, 1st class.

Cameras are light, bulky and easily susceptible to injury. High in value, the risk is great. At one time the rating in the Official Classification of first class for cameras in boxes was limited to valuations of 50 cents per pound, and the rating on all cameras above 50 cents per pound in value was three times first class.

Camera stands and tripods are even more light and bulky than cameras. Tied in bundles, they are easily damaged and broken. They offer the least hazard when packed in boxes, and receive their lowest rating of first class when so shipped.

The effect of the lower rating in the Official Classification is illustrated in comparison with the ratings in the Western Classification by a comparison of rates charged under each classification rating.

**§ 20. Motorcycles, Motor Bicycles, L. C. L. and C. L.****Official Classification:**

Vehicles, self-propelling: Bicycles, motor, S. U. or K. D. (not crated or boxed, not taken), crated or boxed, L. C. L., 1½ 1st class; C. L., minimum weight 12,000 lbs., subject to Rule 27, 1st class.

**Western Classification:**

Motorcycles, boxed or crated (any quantity) (in compliance I. C. C. orders Nos. 4768, 4677, Nov. 11, 1912), motorcycle side cars or bodies in straight C. L. or in mixed C. L. with motorcycles, minimum weight 12,000 lbs., 1½ 1st class.

**Southern Classification:**

Vehicles, self-propelled: Motorcycles, in boxes or crates, L. C. L., 1½ 1st class; same, C. L., minimum weight 12,000 lbs., 1st class.

The motorcycle is a bicycle provided with propelling gasoline motor. It is of heavier construction throughout than a bicycle. When crated it occupies a space 8 feet long, 3 feet high, and about 10 inches wide, and weighs from 175 to 200 pounds, with some of the latest models weighing as high as 250 pounds. A bicycle crated occupies a little less space, and weighs from 40 to 50 pounds. Motorcycles vary in price from \$150 to \$225; bicycles from \$30 to \$50. The profit on motorcycles ranges from \$10 to \$50, and on bicycles from \$5 to \$10. Liability to loss or damage in transit is a negligible quantity with respect to both motorcycles and bicycles.

In freight qualities there is no reason for a higher rating to be maintained on motorcycles than on bicycles. The revenue test shows the motorcycle, at the same rating with bicycles, to be a more attractive traffic. On a single bicycle crated and weighing 50 pounds, from New York to Chi-

cago, the revenue, under the minimum rule, would be 79 cents; on a single motorcycle crated and weighing 225 pounds, at the same rating, the revenue would be \$2.77.

The traffic in motorcycles is constantly increasing, and already exceeds that of bicycles. In all freight qualities save value and risk, motorcycles are identical with bicycles from a traffic standpoint, and they should not be classed in excess of bicycles.

The reasonable rating on motorcycles, crated or boxed, in less than carloads, is one and one-half times first class, and in carload quantities a rating of first class, with a minimum weight of 12,000 pounds.

### § 21. Multigraphs.

A multigraph is a miniature printing press. Instead of printing from a type bed, it prints from a cylinder. In the Western Classification multigraphs are specifically rated at one and one-half times first class, boxed, in any quantity. This rating is in accordance with an order entered by the Interstate Commerce Commission reducing a former rating of double first class applied to multigraphs, mimeographs, neostyles, and duplicating machines. The Official Classification rates copygraphs and duplicating machines, boxed, at first class. Duplicating machines are also rated first class in the Southern Classification.

The question presented is whether multigraphs should be classed with printing presses, L. C. L., which take from one to two classes less than first class, or with office appliances, such as typewriters, adding machines, cash registers, etc., generally rated first class.

A multigraph is operated by the mechanical passing of paper between the cylinder set with type and gelatine rollers. The type is inserted in grooves on the cylinder by hand, or an electrotpe plate may be attached to the



cylinder. The ink is transferred to the type by means of an inking roller. The machine may be run either by hand or by electric power.

These machines may be knocked down and boxed, the package occupying about  $3\frac{1}{2}$  cubic feet of space and weighing about 100 pounds.

Multigraphs are sold at wholesale for an average of \$150, but sell at retail for as high as \$250.

In freight qualities these machines bear little relation to printing presses, either in weight, bulk, or value. In the matter of risk assumed by the carrier, the liability to damage is small when the machines are properly packed for shipment. They are more nearly related to office appliances, such as cash registers, adding machines, typewriters, etc., which are rated in the Western Classification at one and one-half times first class, and in the Official and Southern classifications at first class. In fact, the multigraph furthers the work of the typewriter. It is used in offices for the running off of a small number of cards, circular letters and matter of that character which is ordinarily written on the typewriter or tabulated on the adding machine.

As before stated, the Interstate Commerce Commission has ordered that the rating of multigraphs under Western Classification shall not exceed one and one-half times first class. The rating of first class in Official and Southern classifications seems eminently fair and reasonable.

## § 22. Mohair.

Official Classification:

Hair: Mohair (Angora goat hair), in bales, barrels or boxes (any quantity), 1st class.

Western Classification:

Mohair (Angora goat hair), not scoured, washed,

combed or brushed, in bags or bales, 2nd class; scoured, washed, combed or double brushed, in bags, double 1st class; in pressed bales, 1½ 1st class.

**Southern Classification:**

Hair: Mohair (Angora goat hair), in bales, barrels or boxes (any quantity), double 1st class.

Mohair is sometimes inaccurately termed the "wool of the Angora goat." It goes into the production of more or less expensive fabrics, and is largely imported. Up until quite recently all mohair used in this country was imported. It is now produced in different parts of the United States, principally in New Mexico and in the northwest. It is prepared for shipment in both sacks and bales, like wool, but loads heavier than wool, and is of a somewhat higher value. Some of the highest grades of wool sell for more than mohair. But it averages in value higher than wool in grease in the regions where mohair is produced.

In freight qualities mohair presents no material difference from wool. Wool under Western Classification is rated any quantity second class, but most of the western wool moves to the markets on commodity rates. Mohair, on the contrary, is rated, any quantity, first class in both Western and Official classification, but double first class in the Southern Classification. There appear no reasons why mohair should not receive the same rating and rates as wool, and it is suggested that a fair and reasonable rating for mohair, under Western Classification, is second class in less-than-carload quantities and fourth class in carloads, with minimum weight of 24,000 pounds for standard 36-foot car and graduated minima per car size.

**§ 23. Spring Freight Vehicles.**

Much complaint has been lodged in the past against the vehicle ratings in Official Classification. The Official is the

only classification which provides ratings on spring freight vehicles in accordance with the dimensions of the crates. Spring freight vehicles are rated in the Official Classification the same as passenger vehicles.

On July 1, 1910, the following changes were made in Official Classification ratings:

Spring freight vehicles, without tops, in less-than-car-load quantities, were reduced from three times first class to one and one-half times first class, and packages exceeding 44 inches in height were increased from one and a quarter times first class to one and a half times first class, and all restrictions as to length of crates were abolished.

Spring freight vehicles are made both with and without tops. When shipped, only the gear is knocked down and all parts are solidly crated. Spring freight vehicles with tops are shipped with tops up and the rating applied is that applicable to "packages exceeding 64 inches in height,"—namely, three times first class. Spring freight vehicles without tops are shipped under the heading "packages not exceeding 44 inches in height," at one and one-half times first class.

Spring freight vehicles, in weight and character, fall in a class between farm wagons and carts, and buggies.

The Central Freight Association, by exceptions to Official Classification, apply fourth class rating on vehicles from Central Freight Association points to Mississippi River points on a proportional basis, with a minimum of 14,000 pounds. This places Toledo on an equality with Milwaukee on traffic to the Mississippi River crossings. While the minimum of 11,000 pounds is prescribed in the classification, spring freight vehicles may be loaded in 36-foot cars in excess of 12,000 pounds. The Western Classification requires a minimum of 20,000 pounds for any length of car, but this is in some cases changed by the

publication of commodity rates and exception to classification.

There is much that can be said in favor of a lower rating in Official Classification on spring freight vehicles. Many bulky articles, with a low weight per cubic foot, are given lower ratings, and passenger vehicles of many times the value of spring freight vehicles are accorded the same rating. Many of these high-priced passenger vehicles cannot be loaded as heavily in a car as the spring freight vehicles. The risk of carriage is much greater on these expensive passenger vehicles. But a change in the classification of these passenger vehicles and spring freight vehicles is confronted by one of the great barriers of classification,—how to frame a description that would make this separation in vehicles clearly and definitely understood and at the same time prevent the fraud which might be practiced under such a description. In the freight qualities of weight and value, it would seem entirely proper that a separation of these two classes of vehicles should be made, but the present ratings do not, on the other hand, appear at all unreasonable nor the discrimination undue.

#### **§ 24. Eastern and Western Wool.**

Official Classification:

Wool, N. O. S., in sacks or bales, L. C. L., 1st class;  
C. L., minimum weight 10,000 lbs., subject to Rule 27,  
2nd class.

Western Classification:

Wool, N. O. S., not scoured, washed, combed or brushed, in bags, 2nd class; compressed in bales (any quantity), 3rd class; scoured, washed, combed or brushed, in bags, double 1st class; compressed, in bales, 1½ 1st class.

## Southern Classification:

Wool, N. O. S., in bags or bales (any quantity), 2nd class.

The Interstate Commerce Commission has condemned the ratings of the Western Classification on western wool. Instead of any quantity rating of second class, western wool should be rated L. C. L. second class and C. L. fourth class. The conditions governing the transportation of western wool are materially different from the conditions obtaining east of the Mississippi River.

The percentage of dirt in western wool is much greater than that in eastern wool. Despite the fact that when scoured the two wools will be of practically equal value, the western wool when shipped, because of the extra dirt in it, is less valuable than the eastern product. This dirt renders the western wool heavier in loading. It is estimated that this difference in weight renders a sack of western wool about one-third heavier than a sack of eastern wool. Western wool, sacked, can be loaded in a 36-foot car to a weight of 24,000 pounds, while the eastern wool will not load over 16,000 pounds to a standard car. This would indicate that the carload minimum of 10,000 pounds, under the Official Classification rating of second class, might properly be raised to 16,000 pounds and the rating reduced to third class.

That there is necessity for a downward turn in the ratings and rates on western wool is obvious from a brief review of the sheep industry in the far West. The sheep industry flourishes in advance of population and commerce. In the far West from 1881 to 1910 the increase was from 16,000,000 to 35,000,000 head, but as the states became older and settled, the sheep declined. The free-range is the backbone of the sheep industry. The free range is

a thing of the past. The sheep man must pay for his grazing ground today, and in the winter must pay for feed. Cultivation, following the irrigation systems of the West, consumes the lands, and the cost of producing wool in the western part of the country is constantly increasing. The great increase in cost of production is not in the cost of caring for, handling, shearing, and marketing the wool, but in providing subsistence for the sheep. The sheep industry has reached the point where it must be conducted along lines of rigid economy, and the question of the freight rates western wool must pay to reach eastern markets is vital to its future.

Prior to 1896, when the present scale of rates on western wool was established, the minimum was 10,000 pounds, but the tariffs putting the 1896 rates established 15,000 pounds as minimum. The minimum has now been raised under the wool tariffs to 20,000 pounds, with actual loadings in 40-foot cars as high as 28,000 pounds. These increases in carload loading weights bespeak lower rates at the hands of the carriers, for the expense of handling and transporting the wool is thereby lessened.

Western wool, when shorn from the sheep, is tied up with a string and thrown into a sack about 7 feet long by 3 feet in diameter. This wool is then trodden in the sack, and the weight of the sack, when filled, depends on how well the tramping process has been carried on. The weight generally varies from 250 to 350 pounds per sack. The present carload minimum for sacked wool is 20,000 pounds, but it is exceeded in actual loading. It appears from actual practice that 24,000 pounds is not an unreasonable minimum for a standard 36-foot car.

Western wool is also baled. Greater density is thus secured with consequent heavier loading than in sacks. One method of baling consists in compressing three sacks

of wool together and binding them into a bale. The density of the bale is dependent upon the effectiveness with which the wool has been trodden in the sacks. Another form of baling is to take the wool from the sacks, subject it to pressure, and bind in a square or rectangular bale with iron straps. This latter form of baling produces a density of 19 pounds to the cubic foot with a loading weight of 32,000 pounds in a standard 36-foot car. The present charge at Pacific Coast terminals for baling is 25 cents per 100 pounds. This seems entirely too high. In Australia, where great quantities of wool are produced and baled for shipment by water, the average cost of baling varies from  $2\frac{1}{2}$  to 5 cents per 100 pounds.

The Interstate Commerce Commission in its investigation of western wool conditions, was not satisfied with the evidence offered it in favor of baled wool, or that sacked wool was more in demand by buyers of wool. Some claim that baled wool has its fibre injured by the compressing pressure, while others insist that baled wool may be kept clear and is more attractive in the markets. Foreign wools are generally prepared with greater care than American wool, and consequently reach American markets in better condition and command somewhat better prices.

The Interstate Commerce Commission believes that a rate should be established on baled western wool which would be lower than the rate on sacked wool to Mississippi River points by at least 15 per cent of the sacked wool rate, with a minimum of 32,000 pounds for a 36-foot car, and proportionately higher minima for larger cars.

## § 25. Suggestions to the Shipper.

The purpose of analyzing the freight qualities, cost of service, and conditions of transportation, as contained in the foregoing illustrations, is to afford to the shipper a

concrete standard, so far as any criterion is possible, to follow in analyzing and adjusting the classification of his own articles. It is obvious that one of the most important steps to be taken in the classification of commodities is to bring them down to a minimum unit of space, because that represents the amount of service space which the shipper is to purchase from the carrier. Many shippers offer articles for transportation in such form, either of the article itself or of the package within which it is contained, that a higher rate is imposed by reason of form alone. The shipper should closely study all of the possibilities of form and kind of packing to which he may subject his freight in order to procure for it the lowest classification. While classification is not an exact science, its ratings all tend to follow lines of greatest density and least probability of loss or injury to the freight affected.

Having reduced his freight to the minimum unit of space, the shipper should then compare the freight qualities of his article with the freight qualities of articles receiving lower ratings for the purpose of establishing all traffic similarity which exists, and reasonably distinguish between the conditions of transportation of his commodity and the conditions of transportation attending the movement of another article where such conditions are sufficiently different to render comparison futile. The shipper should bear in mind that the railroad carrier is entitled to earn a remunerative compensation for its transportation service, but that this does not mean that the carrier may impose restrictive and unreasonable conditions upon the rating and carriage of one commodity simply because, in the process of classification-framing, that article has been included in a class of articles to which such conditions may properly attach as a whole.

The shipper should reduce his commodity to shipping



unit and form, ascertain its cubic dimensions, its density, its value, and its liability to loss, leakage, damage, or injury, and the effect the shipment form may have upon the cost to the carrier of handling and transporting. The commodity relationship of the article with other commodities, the commercial conditions under which it becomes an article of commerce, and the conditions of its transportation, should be given minute and careful study, and then presented systematically and impartially to the carrier or the commission charged with the classification of the article.



## **CHAPTER XIX.**

### **THE STATE CLASSIFICATIONS.**

- § 1. General Nature of State Classification Schedules.**
- § 2. Jurisdiction of State Classification.**
- § 3. Important Difference in State Classifications from Interstate Classifications.**
- § 4. Effect Upon Interstate Rates.**



## CHAPTER XIX.

### THE STATE CLASSIFICATIONS.

#### § 1. General Nature of State Classification Schedules.

The subject of state regulation of common carriers, the exercise of exclusive and concurrent powers by the state, the nature and status of state railroad commissions, and the important dividing line between the jurisdictions of the state and national commissions, will be discussed in detail at a later point; essentially so, because of the necessity of a better knowledge of the legal principles of regulation as a precedent to a full comprehension of the distinctions drawn between the dual authority of the state and federal governments. See "State Regulation of Common Carriers," in another volume of this series.

You will recall that in a previous chapter the states of Arkansas, Florida, Georgia, Illinois, Mississippi, Nebraska, North Carolina, South Carolina, Texas, and Virginia were mentioned as having separate classification schedules applying ratings on intrastate movements of traffic. In addition to the intrastate applications, it frequently happens that the ratings contained in these state schedules govern traffic moving to short distances outside of the state, thereby having a limited interstate application as well.

With the exception of the Illinois Classification, these state classification schedules, in their physical or tariff construction, closely resemble the construction of the general interstate classification governing the general territory in which the state is situated. Thus, the classi-

fications or exceptions published by the states of Arkansas, Texas, Iowa, and Nebraska are modifications of the prevailing Western Classification, and the schedules established by the states of Florida, Georgia, Mississippi, North Carolina, South Carolina, and Virginia are modeled in the form and style of the Southern Classification.

The common purpose of all such state classifications or exceptions is to establish for state traffic more favorable ratings or shipping conditions than are provided by the prevailing interstate classification. These modifications may be either in the form of lower ratings on articles than are provided for the same commodities in the interstate classification, or rules governing the transportation of state shipments more favorable than the conditions imposed by the interstate rules.

The Illinois Classification, however, does not resemble either the Western or Official classifications, but is a separate and distinct classification by itself, designed to meet the peculiar commercial and industrial conditions prevailing in Illinois and its immediate contiguous territory.

A further purpose is served by these state classifications in the construction of rates within the several states; and in the making of combination through rates, in which one factor of the rate is purely of state application, a knowledge of these state classifications and their effect upon interstate rates is essential. It is not, however, within our purpose at this point to make individual analysis of these several state classifications, but rather to deal with the effect of such state schedules and the ratings provided by them in the analyses of rate structures as the different rate territories of the country are studied.

If you are shipping commodities within, to or from points in states having such state classifications and excep-

tions, you should procure copies of the prevailing state classifications named by writing to the state railroad commissioners and requesting them, together with any exceptions, rules, or reports bearing upon such schedules. These differences in ratings may be illustrated by a comparison of ratings in the Iowa and Western classifications.

Western Classification provides:

Asphalt plant, on own wheels, consisting of flat car equipped with machinery for crushing bituminous rock for street paving, C. L., minimum weight 60,000 lbs., Class E.

Iowa Classification provides:

Asphalt plants (flat cars, equipped with machinery for crushing bituminous rock for street paving), 30 cents per car mile, minimum charge \$25.00.

In this case the general application of charges for the transportation of an asphalt street paving plant, on its own wheels, is changed from that established in the Western Classification. On the other hand, ratings are sometimes lowered.

Western Classification provides:

Coffee, green: In single bags, L. C. L., 3rd class; in double bags, see note, L. C. L., 4th class.

(Note—The ratings for coffee in double bags will apply when the inner bag is made of cloth or paper, either separate from the outer bag or pasted to it, if both bags are securely closed at the mouth.)

Iowa Classification provides:

Coffee and coffee pellets: Green, in sacks, L. C. L., 4th class.

The third class rating for green coffee, in single bags, in less than carload quantities, provided by the Western

Classification has the approval of the Interstate Commerce Commission in its decision in the Matter of Western Classification No. 51, Opinion No. 2110, 25 I. C. C. Rep., 442.

## § 2. Jurisdiction of State Classifications.

The jurisdiction of a state classification, or state established exception to the prevailing interstate classification, is determinable theoretically by the exclusive regulating powers of the state. It is a common expression, in defining the general power of the state over railroads, to say that the state controls intrastate transportation. To define exactly the power of the state and the jurisdiction within which it may exercise it, it is necessary to determine the relationship of the state and federal powers over commerce. The supremacy of the federal government over interstate commerce—the commerce between the states—is indisputable, and has been since the famous decision in the case of *Gibbons vs. Ogden*, 9 Wheaton (U. S.) 1, 6 L. Ed. 23, but the distinction in relationship of the state and federal powers was never clearly determined until 1851, in the *Board of Wardens* case, 12 How. (U. S.) 251, 13 L. Ed. 996. In that case the state's authority over matters of commerce were confined to those local and limited matters that are not national in their nature, or admit of only one uniform system of regulation. A further restriction was added to this already narrow rule in that the exercise of the state authority might obtain during the non-action of Congress, as to those matters closely related to or incidental to the effective and efficient exercise of the federal power, but the action of Congress in exercise of its authority renders void all state regulations in conflict with it.

The legal jurisdiction of the state classification, therefore, rests with the jurisdiction within which the exclusive power of the state can be exercised. Such exclusive power



of the state may be defined, from a traffic standpoint, to be over the transportation of shipments performed wholly within the confines of the state, and the business and instrumentalities of carriage of the carrier employed in the conduct of such intrastate transportation. As to such a jurisdiction, the state authority is unequivocally exclusive.

Another condition, however, enters into the application of state classifications, which extends their use outside the confines of this theoretical state jurisdiction. Under the interstate commerce regulation the carriers are permitted to make their own rates initially, and if they see fit to extend the application of state classification ratings across the state line to some closely situated interstate point, they may do so simply by publishing such application in tariff form and filing it with the Interstate Commerce Commission. This is notable in the extension of the Illinois state classification ratings to points in Iowa, Wisconsin, and Indiana. These applications of state ratings to adjacent interstate territory can only be determined by reference to the carriers tariffs of rates showing such application. For instance, the application of the Illinois state classification ratings to traffic destined or originating at west bank Mississippi River points is found in the class rate tariffs of individual lines, such as the C. & N. W. R. R. Co., C., M. & St. P. Ry., etc.

### **§ 3. Important Differences in State Classifications from Interstate Classifications.**

The following points of difference in state classifications from the prevailing interstate classification should be carefully checked, when the use of the state classification is permissible:

- (a) Carriers Affected by State Classification;
- (b) Rules;

- (c) Separate Descriptions of Articles;
  - (i) Parent Class;
  - (ii) Modifications in name, nature, or use of Article;
  - (iii) Packing Requirements;
  - (iv) Package Requirements;
  - (v) Gross, Net, and Estimated Weights;
  - (vi) Minimum Carload Weights;
  - (vii) Premium and Deduction Minimum Carload Weights, varying with Car Dimensions;
  - (viii) Equipment Rules;
  - (ix) Modification or Reduction of L. C. L. and C. L. ratings;
  - (x) Per Car Rates.
- (d) Exceptions to Prevailing Interstate Classification Rules and Ratings;
- (e) Special Commodity Rulings and Rates;
- (f) Maximum Rate Schedules applicable to State Classification Ratings;
- (g) Classification of Carriers Subject to Applications of State Classifications;
- (h) Operation of State Statutes containing Long-and-Short-Haul clauses;
- (i) Construction of Joint State Rates; and
- (j) Rules Governing Loss, Damage, and Liability of State Carriers.

These differences will be readily developed from an examination of the rules, descriptions, ratings, etc., of the state classification, and in the orders of the state commissions affecting such schedules, or in the acts of the state legislatures establishing classifications and maximum rate schedules.

A discussion of the exclusive and concurrent powers of the state over commerce and the instrumentalities of transportation will be reached in "The State Regulation of Common Carriers" in another volume of this series.

#### § 4. Effect upon Interstate Rates.

The effect of ratings established in state classifications is sometimes indirectly far-reaching in the construction and adjustment of interstate rates in territory contiguous to the state, but the determination of just how far the state ratings and rates affect any given interstate construction of rates is essentially confined to the conditions and circumstances of each particular case. The general observation to be made in this particular, however, is that a state established rating or rate cannot affect an interstate rate, because of the elementary and long settled doctrine that there can be no divided authority over interstate rates, since Congress has established their regulation, and that authority is supreme.

The effect, therefore, of the state classification upon interstate rates is in the nature of standards of comparison. While a rate fixed by a state statute, or a rating established in a state classification, is naturally and properly entitled to respectful consideration, in the eyes of the Interstate Commerce Commission, it has no greater sanctity, as applied to interstate traffic, than a rate established by a carrier, and the Commission will not hesitate, upon proper evidence that a rating or rate so established is unjust either to a carrier or to a shipper, to refuse to accept it as a basis for fixing an interstate rate. There are, however, many reasons why state and interstate rates should be established in harmony with one another. When the Interstate Commerce Commission is asked to examine into the reasonableness of an interstate rate, similar rates, established by

state authority in that territory, must have great influence, especially when they have been acquiesced in by carriers. Nevertheless, these facts have no binding force upon the Interstate Commerce Commission, but they are accepted by it as standards of comparison of greater or less value, according as they appear to be just and reasonable.

State-made rates are often used as component parts of a combination through interstate rate, but in order to be so employed they must be on file with the Interstate Commerce Commission, and unless so filed may not lawfully be used.

How far the use of state classification ratings and rates are employed in the physical construction of interstate rates is a question that can only be determined as the several rate structures of the country are developed in the rate sections of this work. Thus, a class rate from a point northwest of Chicago to a point in Florida south of Jacksonville would be a combination interstate rate, the factor of which lies between Jacksonville, Fla., and the destination point in that state south of Jacksonville which would be the state established rate governed by the Florida state classification rating.

Another noteworthy instance of the effect of state classification ratings in the physical construction of interstate rates is that of the rate structure existing between the states of Texas and Oklahoma. This rate structure will be explained in the volume devoted to Western Classification territory rates and their applications.

## CHAPTER XX.

### UNIFORM CLASSIFICATION.

- § 1. Purpose and Origin.
- § 2. Effect of Uniform Classification Upon Rates.
- § 3. Basis of Construction of a Uniform Classification.
- § 4. Government Regulation of Uniform Classification.
- § 5. Interstate Commerce Commission's Classification Agent.



## CHAPTER XX.

### UNIFORM CLASSIFICATION.

#### § 1. Purpose and Origin.

At the time of the original passage of the Act to Regulate Commerce, a state of dire confusion existed in the making of rates. The early development of classification of freight by the railways in the United States was not along any definite lines. Acting independently, carriers originally adopted individual classifications. It has been estimated that there were, at one time, as many as one hundred and thirty-eight distinct classifications in eastern trunk line territory, varying in the number of classes provided, each classification built up independently of all others to serve the needs of the particular road to which it applied.

The formation of through routes over connecting lines and the growth of through traffic necessitated the establishment of classifications to govern such through traffic, in addition to these local classifications devised solely to serve the individual carrier. By associations among the lines, through classifications were adopted, known as the "Trunk Lines Westbound Classification," "The Eastbound Classification," "The Joint Merchandise Freight Classification," "The Middle and Western States Classification," and the "East and Southbound Classification." Thus were established classifications for through traffic in various sections of the country, some governing large areas and others small territories.

The result of this multiplicity of classifications was great confusion in the rate situation. In many instances a single line of railway had two or more classifications in effect; sometimes as complicated an arrangement as having one classification for local traffic, one for through traffic, one for traffic destined to certain territory, another for traffic coming from a given area, or possibly one for each direction in which the traffic moved upon its own line.

The existence of so many classifications was a public evil, and resulted in constant embarrassment in the interchange of traffic between carriers, and an utter impossibility of quoting rates on through traffic with any degree of accuracy. Shippers suffered heavily by the infliction of freight charges far in excess of what they were led to believe they would amount to when inquiry was made for a rate.

The first distinctive step toward the abolishing of this utterly foolish practice of classification-making and the start of a trend toward uniformity was in the prohibitions of unreasonable discrimination by the Act to Regulate Commerce, in 1887. There began the movement for uniformity, for the carriers realized then that they could not observe this law without establishing, almost as an initial step, greater uniformity in their classification of freights.

In 1887, contemporaneously with the taking effect of the Act to Regulate Commerce, a so-called Official Classification was adopted—as the first real step towards greater uniformity—by the lines generally throughout the territory roughly described as north of the Ohio and Potomac rivers and east of a line drawn from the junction of the Ohio and Mississippi rivers, through St. Louis to Chicago. Out of 131 lines of railway in this territory at the time of its adoption in 1888, the Official Classification governed exclusively the traffic on 87.



In the west, as early as 1882, "The Joint Western Classification"—the forerunner of the present Western Classification—was established and adopted, first, by the lines operating west from Chicago. This schedule became effective in 1883, and its adoption was effected in 1889 by some sixty-nine railroads of the west. These lines were joined by the roads in the Texas association and by the lines in the Transcontinental Bureau, so that this western schedule was practically governing all lines operating in the territory west of Chicago and St. Louis to the Pacific coast.

South of the Ohio River and east of the Mississippi River the lines, in 1889, adopted the classification of the Southern Railway and Steamship Association, and this latter schedule became known as the Southern Classification shortly thereafter.

At this point the advance towards uniformity came practically to a standstill, and all that has occurred since in the way of actual result has been the absorption of special and exceptional classifications into these three great interstate classifications.

At the present time the three interstate classifications known as the Official, Western and Southern Classifications, subject to the exception sheets and commodity rates of the individual carriers and agents and the limited use of certain state classifications, transcontinental tariffs, and the Canadian Classification, are the only classifications applying on interstate traffic. In many places these classifications overlap, and articles shipped from a point in one territory to a point in another are sometimes governed by the classification in effect at the point of origin, and at other times by the classification in effect at the place of destination. Naturally confusion arises, and particularly so in the case of shipments to and from points

located comparatively near a classification boundary. Thus, St. Louis, Mo., applies the Official Classification on a shipment destined to New York, and the Western Classification on a shipment destined to Omaha, and the trans-continental tariffs and Western Classification on a shipment destined to the Pacific coast terminals.

The first attempt towards further detail unification in classification schedules was made by the officials of the carriers, as early as 1887, when it was sought to unify the Official and Western classifications. This movement was checked and defeated by a series of disastrous rate wars between the carriers.

The next step towards classification uniformity was taken by the government, when, in 1888, the House of Representatives passed a resolution directing the Interstate Commerce Commission within three months to prescribe a uniform classification for all the roads in the United States. The resolution did not receive Senate action, as representations were made that if the railroad companies were given further time they would work out the problem without legislative action. Thereafter a meeting was held in December, of the same year, at Chicago, where the leading traffic officials of the carriers gathered for a discussion of this important subject, and a committee of sixteen was selected and instructed to endeavor to combine the three classifications into one general classification. Subsequent meetings were held by this committee at various times and places, and in June, 1890, a Uniform Classification was formulated, agreed upon and recommended for adoption on January 1, 1891. This effective date was thereafter postponed until March 1, when, with the adjournment of Congress two days later, the whole matter was passed.

As early as 1894 the Interstate Commerce Commission

reported to Congress, in its Annual Report for that year, that it was "interesting to note that definite steps have been taken by the carriers in different sections of the country, now operating under the three principal freight classifications, to establish a standard classification which shall take the place of existing separate classifications. This work is now well in hand, the carriers from the different classification territories having assigned persons especially qualified for the work as their representatives on a committee which has been organized, embracing the combined interests. A committee of executive officers of the same interests has also been formed, which will exercise supervision of the work to be formed by the committee first named. From the foregoing movement, as well as from the information which has reached the Commission, it is quite evident that the carriers are impressed with the desirability of harmonizing the conflicting features of the existing classifications for the convenience of the public, as well as to bring about uniformity in the provisions of a classification, which are essentially direct factors in the charges for transportation, as also the stability in the latter, which will necessarily follow under these arrangements; and it may be said that, under the organization which has been perfected by the carriers, material progress may be expected in connection with this important matter."

This effort, looking toward the establishment of a uniform classification basis for the entire country applicable to interstate traffic, came to naught, but the Interstate Commerce Commission again brought the matter to the attention of Congress in its Twenty-first Annual Report, for the year 1907, in which it stated:

"In the Eleventh Annual Report of the Interstate Commerce Commission to Congress the matter of a uniform

classification was treated of at considerable length, and it was stated that a single classification was regarded as essential to insure compliance with the law and to promote greater economy in the administration and conduct of transportation. The Commission also express the view that it was of interest and value to the carriers themselves.

"It was further pointed out that the present diversity, due to the various classifications, results in many discriminations and losses, and that there is no single step that could be taken by the carriers which would go so far to insure the establishment of stable rates as the adoption of a single and comparatively fixed classification. The situation, as disclosed in the report referred to, of the lack of progress that had been made by the carriers in this connection in the preceding years, led the Commission to suggest that it be authorized and required to prepare such a classification, and to indorse the action which was proposed by a bill then pending in the Senate.

"In reaching these conclusions the Commission was not unmindful of the work involved in making uniform the then existing classifications, and took occasion to say: 'To establish theoretical, and, to some extent, arbitrary classes, whether they number six or twenty-five, and to thereby provide rates for all articles which yield the necessary revenues for the carriers, do full justice to local interests and the whole country, and satisfy the reasonable demands of shippers everywhere, is a task of great magnitude, and presents many obvious and serious difficulties; . . . in the nature of the case there must be concessions and compromises, for it would be too much to expect that such a change in transportation methods could be effected without some friction and some losses.' It was also stated that 'it is evident the carriers themselves, by mutual concessions and through voluntary and harmonious action,

can accomplish this reform with much less losses, embarrassment and friction than will presumably result if Congress or some delegated tribunal establishes a classification for them.'

"The foregoing briefly sets forth the views of the Commission as to the desirability of a uniform freight classification; it also indicates the extent of the undertaking, as well as the further view repeatedly expressed by the Commission, that the task is one which would be primarily left to the carriers to work out."

It is interesting, and perhaps significant, to read the following excerpts from the report of the Uniform Classification Committee which tendered for adoption the uniform classification of January 1, 1891, and which passed to a silent demise with the ending of the congressional session on March 3, 1891. This committee comprised direct representation of the New England Freight Association, Central Freight Association, Western Freight Association, Mississippi Valley Railroads, Trunk Line Association, Southern Railway and Steamship Association, Trans-Missouri Association and the Southern Interstate Association, and for a while the Transcontinental Association, but this interest withdrew before the consummation of the committee's work. It is noteworthy that this committee entered upon the prosecution of its task with a showing of a broad and liberal spirit, and while at no time forgetful of the transportation interests each represented, its members endeavored to keep in view the national rather than sectional necessities for classification reform. With a recommendation for the reduction of the number of commodity rates, and their future use conceded to the carriers but subject to a much restricted application, the committee reported:

"The continued operation of the interstate commerce

law made plain the necessity for greater uniformity. In deference thereto, and also to meet the demand for through lines, it became essential to facilitate the quotation of through rates between points far removed. This could most readily be done by the issuance of tariffs governed by one classification. If two or more classifications were used, resort must be had to numerous commodity tariffs. Moreover, the disparities encountered proved annoying to shippers and embarrassing to the roads. The public failed to perceive, nor was it always possible to explain why articles of common use should be classified differently east and west and north and south of certain dividing lines. . . .

"The constant increase of traffic interchange with railroads in the populous states, together with the legal requirements as to the publication of joint tariffs, emphasize the desirability (no less than the necessity) of at least approximating uniformity in freight classification. Without such reform in the territories wherein dissimilar classifications overlap, it is impracticable to avoid discriminations such as are forbidden. Furthermore, it is impossible in all cases to insure the equalization of through rates via the several gateways between large producing and consuming sections when different rules and classifications prevail upon connecting lines. Confusion and liability ensue and necessarily will continue until the more glaring differences are removed. That relief your committee labors to afford."

The next happening to give stimulus to uniform classification agitation was the passage of the Hepburn law in 1906, which, among its other provisions, required the establishment of through rates and through routes. This requirement again emphasized a still more imperative need for uniform classification.

In 1907 the carriers again gave serious consideration to the matter of uniform classification. They appointed another committee of fifteen members, five from each classification territory. It was the duty of this committee to ascertain whether or not uniform classification was possible of accomplishment and what procedure should be followed by a committee later to be appointed for the express purpose of producing a uniform classification. It was the judgment of this temporary committee, at the conclusion of three months' constant investigation, that "while establishment of a uniform classification is impracticable at this time, it can ultimately be worked out along intelligent and satisfactory lines."

This committee also reported that uniformity was entirely possible and practicable of immediate establishment, as to rules, descriptions of articles, packing requirements, and minimum carload weights, and it gave as its opinion that such uniformity must in any event be accomplished before uniform classification could become a reality. It recommended the creation of a committee, whose exclusive work should be to prepare the uniform rules, descriptions of articles, packing requirements, and minimum carload weights. Twenty-one executive traffic officers of the carriers were appointed as an executive committee, and this committee in turn created a "working committee" of nine traffic men, who were to devote and have since devoted their entire time to the work. This committee has become known as the "Uniform Classification Committee," and since September 15, 1908, its labors have been confined exclusively to the titanic task of classification reconciliation.

The Uniform Classification Committee originally planned to proceed continuously with the revision of rules, descriptions, and minimum weights, until it was ready

to propose a complete uniform classification. It was decided to suggest to the territorial classification committees—the Official Classification Committee, the Western Classification Committee and the Southern Classification Committee—such changes as were from time to time decided upon by the Uniform Classification Committee to be desirable as tending toward greater uniformity.

The Committee first considered the rules of the three interstate classifications, and following this work took up general descriptions of articles, packing requirements, and minimum weights. Sessions were held at which shippers were present to advance their views as to the proper adjustment in the new scheme of things of their article or articles, and personal investigations by members of the committee were carried on in the field, at the factory and in the industrial plant, that the committee might become more practically conversant with the shipper's conditions. The findings of the Uniform Classification Committee were submitted from time to time to the territorial classification committees, and they in turn held further hearings on the subjects thus presented to them, in which the shippers were afforded further participation. In this way the rules as they appeared in Western Classification No. 51, which was the subject of searching investigation by the Interstate Commerce Commission, in 25 I. C. C. Rep. 442, were an adoption by the Western Classification Committee of the findings of the Uniform Classification Committee.

This Uniform Classification Committee has its working headquarters in the City of Chicago, Ill. The creation of a permanent sub-committee of the Western Classification Committee, to be in continuous session with headquarters at Chicago, referred to in this volume, was the result of the adoption of a recommendation of the Uniform Classifica-



tion Committee, which it is hoped will be followed with similar action on the part of the Official and Southern Classification Committees.

A fitting summary of this brief sketch of the development of the work of uniform classification is embodied in the following recent report made to the Interstate Commerce Commission by the chairman of the Uniform Classification Committee:

"A special committee, comprised of men formerly associated with the railroads and who have expert knowledge in matters relating to freight classification, has been continuously employed for the last three years in the work of unifying the rules, descriptions of articles, packing requirements and minimum carload weights as appearing in the respective territorial classifications.

"The conditions in the different sections of the country throughout which the existing classifications apply are varying, and these classifications have been adjusted to conform to the commercial and transportation necessities of such sections. The present effort is for the purpose of bringing about a standardization of shipping requirements as to rules, methods of packing, descriptions of articles, etc., which will be uniform throughout the United States. When it is recalled that the respective classifications provide descriptions numbering from seven to nine thousand in each territory to cover the various forms of packages, it will be appreciated that the work of unifying all such descriptions into terms which shall be alike for all sections, and at the same time not disturb the commercial requirements or customs and suitably provide for every possible form of package that may be offered for shipment, is a task presenting many difficulties and perplexities. The many phases of the subject must be carefully reviewed from the standpoint both of the carrier and of the shipper.

It becomes necessary to study the freight rate question, industrial matters, the markets of production and consumption, and to maintain for each article a harmonious relation to all other commodities to which it may commercially relate or with which it is competitive.

"The committee has sought the co-operation of shippers from whom information and advice are obtained, and under the methods followed every means has been accorded interested shippers to explain the character of their shipments, their particular requirements, and to suggest appropriate shipping descriptions and classification assignments. The shipping public has taken a great interest in the subject, and, under the methods of the Uniform Committee, as well as those of the respective territorial committees, the fullest opportunity is afforded to be advised of the contemplated changes arising from the work of uniformity, as well as with respect to their incorporation in the separate classifications governing the different sections.

"It is considered by the carriers that the procedure followed and the progress made has been as great as under any competent method which could be devised for this purpose, and when stating the result of the work up to this time it is shown that the Uniform Committee has reviewed 65 per cent of the material in the Official Classification, the same amount of that in the Western Classification, and 75 per cent of that in the Southern Classification, which means that of the rules, descriptions of articles, minimum weights, etc., contained in the respective classifications the percentage stated for each has been analyzed and brought to the basis of uniformity for all. As this work has been completed, the sectional classification committees have adopted the recommendations of the Uniform Committee as rapidly as conditions would permit. Thus, of the total recommendations toward uniformity so far made, 75 per

cent thereof have been incorporated in the Official Classification, a like percentage in the Western Classification, and between 80 and 90 per cent in the Southern Classification. The remaining proportion between these percentages and the whole number of recommendations made by the Uniform Committee is under consideration and investigation for later adoption.

"In view of the many complex questions arising in connection with this work, the necessity of thorough investigation and of affording shippers an opportunity to present their views on suggested changes, the work has necessarily taken a long time, but the carriers consider that the procedure followed is a most comprehensive one and as satisfactory to shippers as any method which could be employed when undertaking to standardize the shipping nomenclature of the entire country." *Traf. World*, Vol. XII, No. 22, November 29, 1913, p. 1020.

You should procure copies of the respective dockets of the Uniform Committee sufficiently in advance of the hearings to afford an opportunity to be present and be heard, in the event you are shipping a commodity which is the subject of readjustment in its future classification assignment. These dockets may be procured by writing the Uniform Classification Committee at Chicago, Illinois.

## **§ 2. Effect of Uniform Classification Upon Rates.**

The effect of uniform classification upon freight rates cannot be foretold at this time, for the very simple reason that no one knows precisely what is meant by "uniform classification." When a "uniform classification" is actually produced, adopted, and put into effect, then its effect upon existing rates can readily be determined. To presently contemplate the effect of a uniform classification upon existing rates, we should have to inquire at the outset what

is meant by "uniformity." What shall "uniformity" comprise? What is the exact meaning and expression of "uniformity" in classification?

If we look to the past results produced along lines of so-called "uniformity," our conclusion as to the proper meaning of this term is apt to be disappointing. The uniform classification which was produced in 1891 was an attempt to combine the then existing general classifications. Inasmuch as this hybrid affair amounted to nothing, it will not be necessary to expend time and effort in analyzing its framers' conceptions of "uniformity." The next result of the efforts toward uniformity was embodied in Western Classification No. 51, and the best that can be said of this production, in so far as it related to rules, descriptions, packing requirements, minimum weights, and in a limited way to ratings, is that it represented a reconciliation of differences between the existing classifications, rather than a unifying of principles and the creation of new relationships of inherent correctness from a classification standpoint. The work in No. 51 reflected comparison and compromise much more than it did fundamental accuracy in the classifying of property for transportation. In one case the standard of comparison was the Official Classification's treatment of an article or requirement as to its shipment; again, the Western Classification was resorted to for basis; in another instance, the Southern Classification was held to be the standard, and in still other cases all three of the existing interstate classifications were ignored and an entirely new treatment of an article and the conditions governing its transportation was established.

The earnest shipper may well ask, as the Commission has, "Is this real uniformity?" Can a single classification for the whole United States ever be achieved in this manner? We venture a serious doubt of its achievement.

Uniformity must mean more than this inter-harmonizing of existing classifications, with their mass of rules, descriptions, exceptions, etc., representing as so many of these things do, the personality of their producer.

The history of uniform classification is the most charming romance to be found in the annals of our short but spirited traffic era. It is idealistic in nature, but lacks a concrete ideal. Life traffic alchemists, the members of the Uniform Classification Committee are producing compounds of conciliating and compromising elements instead of reducing classification to a science of unified principles of transportation significance and bringing them forth for use in a recast classification.

To further answer the ever-prevailing question—what will be the effect of uniform classification on rates? None, directly; at least, there should be no effect, for classification, rates, and revenues should be separated, and classification confined to an art or science in itself. So we advance the belief of the Interstate Commerce Commission that uniform classification must mean the subjecting of all of the ten thousand or more objects of transportation to a combination of unifying principles and recast them into an entirely new classification having no relationship, except an accidental one, to the existing classifications, and except in so far as the identity, or similarity, of inherently correct classification principles applying to a given article may bring that about. This means that classification is to be confined to classification as such, entirely separated from the question of rates and revenues of carriers. These vital questions may be solved after the classification has actually been worked out, but not as a part of the method of its production. The rates should be a separate issue, and when a new uniform classification has been completed each carrier can readjust its rates on the basis of that classifica-

tion in such a manner as to preserve its existing revenues. To attempt to bring about a revision of rates and charges through a classification will only breed confusion and dissatisfaction. Whether a rate is too high or too low should be made a separate question, entirely apart from classification, and that common ideal, so poorly expressed in the term "uniform classification" would be realized in a universal classification tariff from which the schedules of individual carriers should not depart, except in cases demanded by special conditions.

### **§ 3. The Basis of Construction of a Uniform Classification.**

It is conceded that no matter on how scientific lines the uniform or universal classification of freight is worked out, there must be a transitory period in which both carriers and shippers must employ the necessary patience and forbearance to surmount the embarrassment and dissatisfaction which is sure to follow, and co-operate in the work of the general public in adapting itself to the new order of things. Fortunately the Commission is possessed of much foresight and clear-minded perceptions in the necessities accompanying the unification of classification. Its language suggests a wisdom and sureness of judgment by which both the shipper and carrier may well suffer themselves to be led. Speaking of unification, as far back as 1894, the Commission has said, "that this is entirely practicable is demonstrated by the great advance which has already been made toward uniformity, and by the fact that such progress could not have been attained without the subordination of business and carrying interests in various localities to the commercial and transportation conveniences of the country at large. The accomplishment of uniform classification involves only a continuance of the work upon the line of rendering individual interest and local advantage

subservient to the general welfare. That this will not require any real sacrifice or injury is proven by the absence of any proposition to retrace a single step in the work which has been done toward securing uniformity; on the contrary, all interested parties concede the great desirability, and most commercial interests urge the necessity, of a single freight classification." I. C. C. 8th Ann. Rep., p. 67.

Three years later, in 1897, the Commission, in its 11th Annual Report, emphasized its constant belief in ultimate unification, thus:

"But these difficulties are not insurmountable to men of long experience in work of this sort, and it is believed that the great mass of freight articles could be fairly grouped by them in a single classification. They would take into account whether commodities were—

Crude.

Rough or finished.

Liquid or dry.

Knocked down or set up.

Loose or in bulk.

Nested or in boxes, or otherwise packed.

If vegetables, whether green or dry, desiccated or evaporated, market value and shipper's representations as to their character.

Cost of service.

Length and direction of haul.

Season and manner of shipment.

Space occupied and weight.

Whether in carload or in less-than-carload lots.

Volume of annual shipments to be calculated on.

The sort of car required, whether flat, gondola, box, tank or special.

Whether ice or heat must be furnished.

The speed of trains necessary for perishable or otherwise rush goods.

The risk of handling, either to the goods themselves or other property.

The weights, actual and estimated.

The carrier's risk, or owner's release from damage or loss.

"All these circumstances, bewildering as they may appear to a layman, are comparatively simple to the expert; and the considerations which have retarded the adoption of a uniform classification have had little to do with difficulties of this description."

Passing now to the physical phases of a uniform classification, it is the better judgment of all concerned that the light of experience must show the way to achievement of a universal classification of freight; i. e., the primary movement of an article above or below a line of nominal transportation significance must be actuated by the actual experience of the carriers in handling it in the past. Thus, if an article in a certain kind of package has proven, by actual experience in its transportation, to have been a costly risk to the carriers, fundamentally its rating should be relatively higher or greater than an article requiring the same quality and quantity of transportation service which has proven, in the experience of the carriers, a negligible risk. Thus experience should provide mostly the ratios of difference in risk and cost of service, to be equitably molded to the essential requirements of commerce.

The governing considerations in the construction of a classification of this nature must be the number of classes or groups which it shall embrace that an equitable distribution of the different articles of commerce may be made



according to their respective qualities of kind, weight, value, bulk, ease of handling, volume, cost of service, and risk of carriage. The rules for determining similarity of freight articles in these particulars ought to be common to all sections, and not varied, as they now are, to accommodate carrying customs or transportation methods in different parts of the country. The greatest benefit of uniform classification will be the evolution of universal in place of sectional rules for determining the relative classification assignments for objects of transportation.

In the evolution of this idealistic general classification, we must not ignore certain fundamental processes by which "classification" of objects of transportation cannot be an inherently natural "classification." It must rather be a process by which general relative accuracy of relationship of articles for transportation purposes must be determined fundamentally from three standpoints: (1) Freight qualities of an article; (2) cost of service of transporting it, and (3) circumstances and conditions attending its production, transportation, and consumption, with the application of fixed principles established by the classification, and such elasticity as may be essential left to the power of the individual carrier to adjust its handling of the article to the necessities of both itself and the shipper.

It is a legal duty of the carriers, no longer open to question, that the traffic from which the carriers derive their revenues must be so classified that the production of such revenues shall be reasonably distributed among the various articles comprising such traffic. This, to a certain degree, is theoretical, for it is a fact that in the practical application of this duty carriers so classify articles that the actual revenue derived from their transportation produces little, if anything, more than the bare cost of rendering the service. In many instances, the carrier would be justified

in declining to transport such articles, were it not to look beyond the particular article and the revenue it produces, and in comprehension of the relation of the tonnage of the article to all its other tonnage, distribute a portion of the unborne burden of that particular article upon other articles better able to sustain it. While this practice has been bitterly assailed by shippers and reformers, it undeniably operates to the benefit of shippers of those articles which, if required to carry their full burden of revenue, would either be driven entirely from the field of commerce or become so restricted that their volume and value would become commercially negligible.

Fundamentally, the governing principles of freight classification must be a relatively equitable adjustment of articles into groups or classes according to their comparative freight qualities, cost of service, and the circumstances and conditions under which they are generally transported. Sectional peculiarities must give way to general conditions, and upon no other possible fundamental principles can the determination of a uniform classification be realized.

It is obvious that a particular article which is rated too high to move under the prevailing class rates produces no revenue to the carrier, and that the carrier conserves his own interest in preventing such a state of affairs. It is axiomatic, therefore, that the classification scheme which best conserves the interests of the carriers is that one which produces the most revenue, and that such revenue is produced in a particular territory by the freest and greatest movement of all of the products of that particular territory, produced and consumed.

Such a classification must be based upon an infinite variety of circumstances and conditions affecting not merely the interests of the carriers but those of the shippers

and the localities as units. No single rule may be established by which to evolve such a classification. No single factor of character, use, value, weight, or distance, can control. No single interest of shipper or carrier may dominate. Considerations of signal import today may quickly change; even the cost of the service to the carriers does not remain constant. A classification to meet these necessities must have for its method of evolution the recognition of the highest principles of equity and for its purpose the unification of those fixed fundamental principles of establishing the relation of articles for transportation which best conserve the requirements of the general public throughout the entire country. Therefore, no article may be rated independently, but must find its assigned place in the classification in an approximation of its equitable relations to all other articles therein.

That you may better grasp the variety of consideration which must be accorded articles in their classification, the following chart of factors of classification is appended:

**(1) Freight Qualities of an Article.**

**1a. Character or Kind.**

- (a) Substance (chemical), when apparent as an element of contamination, unusual risk, special packing requirements, safety, etc.
- (b) Dimensions; size, shape, density; atomic substance (in rare cases).
- (c) Perishable or non-perishable.
- (d) Shipper's representations or descriptions.
- (e) Analogy to parent commodity or class of articles, or particular article.
- (f) Dangerous nature.

**2a. Form Tendered for Shipment.**

- (a) Crude.

## CLASSIFICATION OF PROPERTY

- (b) Rough or finished.
- (c) Liquid or dry.
- (e) Loose or in bulk.
- (f) Knocked down or set up.
- (g) Boxed, crated or baled.
- (h) Nested, nested and boxed, or bundled.
- (i) Green or dry (vegetables), (hides).
- (j) Desiccated or evaporated (vegetables and fruits).
- (k) Live or dead (animals, etc.).
- (l) Special packing.
- (m) Special volume per shipment.

**3a. Weight and Space Occupied.**

- (a) Size, shape, and cubical size of general package.
- (b) Space occupied by package.
- (c) Actual, estimated, and minimum weights.

**4a. Value.**

- (a) Shipper's representations; possibility and probability of misrepresentation.
- (b) Market value.
- (c) Intrinsic value (in some instances).
- (d) New or second-hand.
- (e) Special value resulting from special use.
- (f) Released or declared.

**5a. Risk.**

- (a) Assumption by carrier; common law.
- (b) Assumption by carrier; statute law.
- (c) Limitation of liability under released ratings.
- (d) Carrier's experience with past shipments.
- (e) Liability to waste or deterioration in transit.
- (f) Loss or damage in transit due to form in which tendered for shipment.

- (g) Contamination of other freight.
- (h) Extra hazard from inherent nature of article.

**6a. Volume or Quantity.**

- (a) Annual shipments.
- (b) Less than carload shipments.
- (c) Carload shipment.

**(2) Cost of Service of Transportation.**

**1a. Service Required.**

- (a) Equipment.
- (b) Operating conditions.
- (c) Length and direction of haul.
- (d) Ice or heat furnished.
- (e) Speed of movement; train connections.
- (f) Safety precautions.
- (g) Clerical service checking in and out.

**2a. Contemporaneous Service.**

**3a. Special Facilities Required for Receiving and Delivering.**

**4a. Seasonable or Periodical Quantity of Shipments as Affecting Hauls of Empty Equipment Required for Loading in One Direction.**

**5a. Care.**

- (a) Protection against weather conditions.
- (b) Transfers.
- (c) Inspections.
- (d) Caretakers furnished by shipper.

**(3) Circumstances and Conditions Attending Transportation.**

**1a. Competition.**

- (a) Commercial.
- (b) Traffic.

**2a. General Conditions.**

- (a) Cost of production.
- (b) Source of supply.
- (c) Primary markets.
- (d) Ultimate markets or points of consumption.
- (e) Competitive markets.
- (f) Processes or methods of production and manufacture.
- (g) Processes of sale and distribution.
- (h) Intermediate or other storage.
- (i) Seasons of shipment.
- (j) General manner of shipment ; trade requirements.
- (k) Mixture of articles in shipment ; trade conditions ; premiums.
- (l) Distribution of population.
- (m) Centers of consumption of articles.
- (n) Defined commercial and traffic flows.
- (o) Inability of article to pay more than cost of transportation.
- (p) Unusual production conditions.
- (q) Unusual railway operating conditions.
- (r) Unusual industrial conditions.
- (s) Unusual commercial conditions.
- (t) Railway relationships.
- (u) Topographical conditions.
- (v) Relation of source of supply to distribution and consumption centers.
- (w) Water transportation.
- (x) Terminal conditions.
- (y) Interchangeability of equipment used.
- (z) Government regulation.

**3a. Local Conditions.**

- (a) Under this heading comes consideration of such conditions as public interest, local discriminations and preferences, geographical or topographic advantages or disadvantages, source and cost of production, terminal, local operating, interchange conditions, leading to exceptions to general classification basis by individual carriers, commodity rates, etc.

**§ 4. Government Regulation of Uniform Classification.**

Government regulation of common carriers in the United States has been directly responsible for all of the steps so far taken towards establishing uniform classification. The initial steps, in the combining and displacing of numerous local and line classifications, resulted from the necessity of clarifying the conditions in this respect existing at the time of the taking effect of the original Act to Regulate Commerce in 1887. After the exhaustion of the authority vested in the Interstate Commerce Commission by the Congressional resolution of 1889, directing the Commission to prescribe a uniform classification for all roads in the United States, and until the amendment of the Act to Regulate Commerce known as the Hepburn Act, passed in 1906, the Commission was without formal authority and jurisdiction over the classification of freight. Its authority, prior to that time, reached only to classification as it constituted a "practice" affecting the reasonable or discriminatory nature of rates. In the Hepburn amendment the Commission was invested with power to prescribe through rates and through routes, and the exercise of this power necessarily implied the effecting of harmonious classification rules, regulations, ratings, descriptions, and

practices, so far as such through rates and through routes were concerned.

In the amendatory act of June 18, 1910, Section 1 of the Act to Regulate Commerce was amended to provide:

"And it is hereby made the duty of all common carriers subject to the provisions of this Act to establish, observe, and enforce just and reasonable classifications of property for transportation, with reference to which rates, tariffs, regulations, or practices are or may be made or prescribed, and just and reasonable regulations and practices affecting classifications, rates, or tariffs, the issuance, form, and substance of tickets, receipts, and bills of lading, the manner and method of presenting, marking, packing, and delivering property for transportation, the facilities for transportation, the carrying of personal, sample, and excess baggage, and all other matters relating to or connected with the receiving, handling, transporting, storing, and delivery of property subject to the provisions of this Act which may be necessary or proper to secure the safe and prompt receipt, handling, transportation, and delivery of property subject to the provisions of this Act upon just and reasonable terms. and every such unjust and unreasonable classification, regulation, and practice with reference to commerce between the States and with foreign countries, is prohibited and declared to be unlawful." Act to Regulate Commerce, Sec. 1, as amended June 29, 1906, April 13, 1908, and June 18, 1910.

That it was the intention of Congress to make the Commission's power over classification of property for transportation conclusive, is further evidenced by the provisions of the amended fifteenth section of the Act:

"That whenever, after full hearing, . . . the Commission shall be of opinion that any individual or joint rates or charges whatsoever demanded, charged, or collected by



any common carrier or carriers subject to the provisions of this Act . . . are unjust or unreasonable or unjustly discriminatory, or unduly preferential or prejudicial or otherwise in violation of any of the provisions of this Act, the Commission is hereby authorized and empowered to determine and prescribe what . . . individual or joint classification, regulation or practice is just, fair, and reasonable, to be thereafter followed, and to make an order that the carrier or carriers shall cease and desist from such violation to the extent to which the Commission finds the same to exist, AND SHALL ADOPT THE CLASSIFICATION and shall conform to and observe the regulation or practice so prescribed. . . .

“The Commission may also, after hearing, on a complaint, or upon its own initiative without complaint, establish through routes and joint classifications, and may establish joint rates as the maximum to be charged and may prescribe the division of such rates as hereinbefore provided and the terms and conditions under which such through routes shall be operated, whenever the carriers themselves shall have refused or neglected to establish voluntarily such through routes or joint classifications or joint rates; and this provision shall apply when one of the connecting carriers is a water line.” Act to Regulate Commerce, Section 15, as amended June 29, 1906, and June 18, 1910.

The attitude of the Interstate Commerce Commission towards uniform classification is best interpreted by references to its reports on the subject made from time to time since its inception.

As early as in its first annual report to Congress, the Commission commented on the fact that the carriers were reducing the number of classifications, which the Commission believed to be an “extremely important and useful”

step. It also declared the necessity for a unified single classification to govern the railroads of the country.

Each succeeding annual report of the Commission emphasized not only its own belief in the importance of uniform classification, but called attention to the constant agitation for unification coming through the state railroad commissions, shippers' organizations, and in some instances, from the officials of railroads. The language of the Commission in its several reports touching upon this subject is interesting as indicative of its consistent policy of encouraging the unification of freight classification. In its Seventh Annual Report, the Commission stated:

"The inconsistencies in the treatment of such shipments by different carriers under different classifications, and frequently by the same carriers where different classifications are used for different destinations, have been a source of constant annoyance to the community, and have constituted one of the little things the multiplication of which has tended to create and intensify a feeling of irritation against railroads and their managers. The whole matter is in a state of elaborate and unjustifiable confusion. . . .

"Our experience in making investigations and administering the law afford many illustrations of the confusion and injustice which comes as the direct effect of a varying, diverse and conflicting arrangement. The field of interchange of products has so extended that the products of every section reach the markets of every other section of the country. The margin of profit upon all is so narrow that an error in rates as the result of differing classification takes away profits and brings vexations and losses." Seventh Annual Rep. of I. C. C., 1893, p. 55.

Four years later this same Commission said "that the present diversity results in many discriminations and losses cannot be doubted, and there is no single step that may be

taken by the carriers which will go so far to secure the establishment of stable rates as the adoption of a single and comparatively fixed classification." Eleventh Annual Rep. of I. C. C., 1897, p. 70.

In this same report the Commission gave utterance to the view it has always maintained that the carriers, from their long experience, were best fitted to accomplish the task of unification:

"It is evident that the carriers themselves, by mutual concessions, and through voluntary and harmonious action, can accomplish this reform with much less loss, embarrassment and friction than will presumably result if Congress or some delegated tribunal establishes a classification for them."

As late as 1910 the Commission again announced its belief in the ability of the carriers best to carry out the production of a uniform classification.

It is not necessary to quote more of the constant declarations made by the Commission evidencing its confidence in eventual unification, nor its intense insistence upon the necessity for such a result in the classification of freight. As often as it has had occasion to refer to the subject, it has emphasized the necessity for unification. Since the failure of adoption of the uniform classification, in 1891, the Commission has advanced the view that the country cannot without legislative inducement expect uniform classification within a reasonable time as the result of voluntary action on the part of the carriers alone. The Commission has followed with great intensity the various steps which have been more recently taken by the carriers to establish a standard classification to take the place of the existing sectional classification. And the Commission recognizes that a somewhat longer time will be necessary for the consideration and adjustment of these features of

uniformity than was at first anticipated. The Commission, in observance of such a policy, has suggested to the carriers that as rapidly as any of the features of uniformity are determined upon by the Uniform Classification Committee such features be incorporated in the sectional classifications to the end that increasing degrees of unification may thus be gradually accomplished.

Instead of drastic and arbitrary revision of classification at the hands of the Commission, its attitude, despite its present powers, is that of co-operation with the carriers in the great task of classification reform now being carried on by the "working committee" of the Uniform Classification Committee. What this result will be, or how satisfactory will be the ultimate effect achieved, are matters of conjecture at this time. That the regulation of the government thus far is of a supervisory character only, is plain, and that the real results of the labors of the present unification committee may be of doubtful benefit, is at present a tempting conclusion, particularly in view of the observations ventured in Section 3.

#### **§ 5. The Interstate Commerce Commission's Classification Agent.**

In furtherance of its policy of close association with the carriers in their work of unification, the Commission has created the office of Classification Agent in its Division of Tariffs. It is the duty of this classification agent to attend the meetings of the different classification committees and report first hand information regarding matters submitted to them by shippers and their representatives and the action of such committees accorded thereon.

The present Classification Agent of the Commission is Mr. Joseph C. Colquitt, formerly Secretary of the Southern Classification Committee.

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